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Terrace • Tim Jasper, Town of Apple Valley • Larry
McCaillon, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

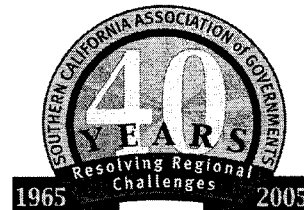
MEETING OF THE

**COMMUNITY, ECONOMIC, &
HUMAN DEVELOPMENT COMMITTEE****PLEASE NOTE CHANGE IN DATE****Monday, October 10, 2005****10:30 a.m. – 12:15 p.m.****SCAG Offices****818 W. 7th Street, 12th Floor****Riverside B Conference Room****Los Angeles, California 90017****213. 236.1800**

If members of the public wish to review the attachments
or have any questions on any of the agenda items,
please contact Laverne Jones at 213.236.1857 or
jones@scag.ca.gov.

Agendas and Minutes for the Community, Economic,
and Human Development Committee are also
available at www.scag.ca.gov/committees/cehd.htm

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COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

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"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1.0 CALL TO ORDER & PLEDGE OF
ALLEGIANCE

Councilmember
Robertson, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of September 1, 2005
Attachment

01

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix
Attachment

07



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

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5.0 ACTION ITEMS

- | | | | | |
|-----|--|----------------------------------|-----------|------------|
| 5.1 | <u>Regional Comprehensive Plan Preliminary Draft Land Use and Housing Chapter Attachment</u> | Jacob Lieb
SCAG Staff | 14 | 10 minutes |
|-----|--|----------------------------------|-----------|------------|

Staff will describe the Preliminary Draft Land Use and Housing Chapter.

Recommended Action: Release the Preliminary Draft Land Use and Housing Chapter for public Review. Approve the process described for Making refinements to the chapter. Consider New policy statements as recommended by the Regional Comprehensive Plan Task Force.

- | | | | | |
|-----|--|--|-----------|------------|
| 5.2 | <u>Regional Comprehensive Plan Approach Attachment</u> | Councilmember
Paul Nowatka
Vice Chair,
RCP Task Force | 43 | 10 minutes |
|-----|--|--|-----------|------------|

The Regional Comprehensive Plan Task Force will report on recommended adjustments to the Regional Comprehensive Plan approach.

Recommended Action: Recommend that the Regional Council approve the approach.

- | | | | | |
|-----|---|-----------------------------------|-----------|------------|
| 5.3 | <u>Economic Forecast Conference and Housing Summit Attachment</u> | Lynn Harris
SCAG Staff | 45 | 10 minutes |
|-----|---|-----------------------------------|-----------|------------|

At the last meeting the Committee discussed the possibility of combining the Economic Forecast Conference with the Housing Summit. Staff has prepared a pros and cons analysis.



SOUTHERN CALIFORNIA
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Recommended Action: Proceed with the Economic Forecast Conference in January and the Housing Summit in April as separate and distinct conferences each with their own mission purpose and audience.

6.0 INFORMATION ITEMS

- 6.1 Mixed Use Centers in the South Bay: How do they Function and Do They Change Travel Demand?
Attachment

Wally Siembab 47
Principal,
Siembab Planning
Associates

15 minutes

This South Bay COG consultant study evaluates whether travel behavior in existing mixed use centers differ from travel behavior elsewhere.

- 6.2 Review of SCAG's RHNA Responsibilities and Schedule
Attachment

Joe Carreras 56
SCAG Staff

15 minutes

The California Department of Housing and Community Development approved SCAG's request to coordinate RHNA with its Regional Transportation Plan forecasting. The July 6 letter is posted on the SCAG website.

- 6.3 Report on the HUD 2005 Southern California Housing Summit: Removing Barriers to Affordable Housing
Attachment

Joe Carreras 58
SCAG Staff

5 minutes

Staff will give a brief report on the HUD 2005 Housing Summit conference held September 19th.

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**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

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6.4 State Legislature End of Session Update
Attachment

**Charlotte
Pienkos,
SCAG Staff**

62

5 minutes

Staff will update the committee on the disposition of legislation at the end of the session.

6.5 Draft Findings of the 2005 State of the Region
Report
Attachment

**Ping Chang
SCAG Staff**

76

15 minutes

Staff will present the draft findings of the upcoming 2005 State of the Region Report which is scheduled to be published in January 2006.

7.0 **STAFF REPORT**

**Lynn Harris
SCAG Staff**

5 minutes

8.0 **CHAIR'S REPORT**

**Councilmember
Robertson, Chair**

5 minutes

9.0 **FUTURE AGENDA ITEMS**

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

10.0 **ADJOURNMENT**

The next meeting of the Community, Economic, and Human Development Committee will be held in the SCAG offices on Thursday, November 3, 2005.

Community, Economic, & Human Development Committee
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THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC, & HUMAN DEVELOPMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The meeting was called to order by Chair Deborah Robertson, at 10:16 a.m. There was a quorum.

Members Present

Arguello, Daniel	SGVCOG
Coerper, Gil	City of Huntington Beach
Jon A. Edney	City of El Centro/IVAG
Kirby, Dan	SGVCOG
Krause, Mary Ann	City of Santa Paula
Lantz, Paula	City of Pomona
Loveridge, Ronald	City of Riverside
McCallon, Larry	City of Highland
McCullough, Kathryn	OCCOG
Norby, Chris	Orange County
Nowatka, Paul	City of Torrance
Poe, Marilyn	City of Los Alamitos
Robertson, Deborah (Chair)	City of Rialto
Ten, Mike	SGVCOG
White, Charles	WRCOG Subregion

Members Not Present

Bowlen, Paul (Vice Chair)	City of Cerritos (Excused Absence)
Davert, Doug	City of Tustin
Dispenza, Mike	City of Palmdale
Hofmeyer, Daryl	City of Paramount
Jasper, Timothy	City of Apple Valley
McSweeney, Susan	City of Westlake
Perry, Jan	City of Los Angeles
Reyes, Ed	City of Los Angeles
Richardson, Laura	City of Long Beach

New Member(s)

Fesmire, Melanie	CVAG
------------------	------

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1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Deborah Robertson called the meeting to order at 10:16 a.m. The Chair asked Councilmember Kirby to lead the members in the Pledge of Allegiance.

2.0 PUBLIC COMMENT

None.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

None.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of the July 7, 2005 meeting

There were several changes made to the minutes of the July meeting:

Councilmember Coerper asked that the minutes of July 7 be corrected to indicate that Councilmember Poe was nominated for Vice Chair, not as Chair. It was so noted.

Chair Robertson was nominated for chair by Councilmember McCallon and seconded by Councilmember Richardson. It was then moved by Councilmember Arguello and seconded by Councilmember Ten to re-elect Deborah Robertson for Chair and was unanimously approved without objection. **Councilmember Marilyn Poe was nominated for Vice Chair by Councilmember Coerper and seconded by Councilmember Krause; Councilmember Poe declined the nomination.** Councilmember Paul Bowlen was nominated for Vice Chair by Chair Robertson and seconded by Councilmember Richardson. There were no other nominees for Vice Chair; therefore, Councilmember Bowlen was unanimously elected as Vice Chair.

The corrected statements for the nominees were made in the minutes.

The Chair asked that the spelling of her name be corrected it should be "Deborah". Councilmember Poe noted a change in the spelling of her name it should be "Marilyn".

After the text in the minutes for July were corrected, Councilmember Coerper moved, and it was seconded by Councilmember Krause to

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approve the minutes of July 7 with the changes specified. The motion passed unanimously.

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

4.2.2 Compass 2% Implementation Partnership June 30, 2005 Meeting Notes

It was moved by Councilmember White to receive and file the above items and seconded by Councilmember Krause. The motion passed unanimously.

Councilmember Lantz asked for clarification on including minutes of other meetings on the CEHD agenda. Staff responded if COGs wanted items provided to the Committee they could either let staff know of these items for inclusion in future agendas or bring them to the CEHD meeting for distribution under the public comments section.

There was a request that a list of absentee members of the Compass 2% Implementation Partnership be shown in future minutes.

5.0 ACTION ITEMS

5.1 Sponsor the 2005 Housing Summit: Removing Barriers to Affordable Housing

Joe Carreras, SCAG Staff, presented the request from the Building Industry Association (BIA) that the Committee approve in concept the support of the Southern California 2005 Housing Summit: Removing Barriers to Affordable Housing which will be held September 19th at the Ontario Convention Center. The Summit's purpose is to discuss the Southland housing affordability crisis that is pushing home ownership further out of reach for families across the region.

Mr. Carreras noted that attending the Summit there would be such distinguished guests as HUD secretary Alphonso Jackson, Lucy Dunn of the California State Housing Director, the League of California Cities President, many builders, and developers.

Mr. Carreras stated that as a sponsor for the event, SCAG would have a booth to promote the Compass growth vision and implementation strategies as well as the suite of services that are being offered for local governments. SCAG will also

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insure that the members of the CEHD and Regional Council will have the \$25.00 registration cost waived.

It was moved by Councilmember McCallon, and seconded by Councilmember Poe to approve event sponsor of the “2005 Housing Summit: Removing Barriers to Affordable Housing” scheduled for September 19th at the Ontario Convention Center. The motion was passed unanimously

6.0 INFORMATION ITEMS

6.1 Compass 2% Strategy Update

Mark Butala, SCAG Staff, stated that the Executive Committee had recommended that the organization enter into a 2-year contract with the Fragonese/Calthorp organization to continue work with SCAG staff on the 2% Compass Strategy. The contract should be signed by October. The value of this contract is \$2.6 million, half of which should go back to the local governments through the demonstration project partnership opportunities.

Mr. Butala then reported that staff has been making Compass presentations to such organizations as the League of California Cities Executive Board, approximately 25 cities, L.A. County Board of Realtors, Ventura County Civic Alliance, and the Orange County Civic Council. Staff expects to be on the agendas for the upcoming Rail Revolution conference, and the ULI annual meeting-taking place in November.

Mr. Butala then reported on the SCAG effort to obtain State Blueprint planning grant funds and asked for the Committee’s support in securing this grant funding. Our application will be for 2.5-3 million dollars, contingent upon match. The grant money will be used to fund plans and programs that help integrate land use, housing and transportation decision-making.

Chair Robertson asked if staff could give members a form letter of general support that could be added to member’s letterhead to bring these state monies to Southern California. Ms. Harris promised to do so.

The committee thanked Mark for his update.

6.2 Another Step Forward—a video presentation on high density, mixed-use design options by Western Riverside Council of Governments (WRCOG)

Mr. Rick Bishop, Executive Director for the Western Regional Council Of Government, presented the COG’s DVD project entitled “Another Step Forward”.

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Mr. Bishop stated that the video was designed to inform the public about high density and mixed-use project option in Western Riverside County.

After a brief discussion of the video, the Committee thanked Mr. Bishop for his presentation.

Chair Robertson then introduced and welcomed the latest member of CEHD, Councilmember Melanie Fesmire, from the City of Indio, who will be representing CVAG.

7.0 CHAIR'S REPORT

Chair Robertson introduced the item calling for volunteers to for the Economic Forecast Conference and Housing Summit Steering Committees. Chair Robertson asked if there might be a way to combine the two events instead of having 2 separate events.

Ms. Harris stated that this year, for the first time, the Economic Forecast Conference is timed to coincide with the release of the State of the Region Report. The Economic Forecast Conference is scheduled for the third week of January of 2006. Typically there are two or three volunteers from the CEHD to work with staff to put the program together, moderate, review material and develop the logistics.

Joe Carreras spoke on the need for volunteers to help develop the program for the Regional Summit that is scheduled for April of 2006. The Housing Summit is an annual event SCAG committed to with the State HCD department at the end of the last RHNA.

After a discussion among the Committee, Chair Robertson reiterated that she wanted staff to look into the possibility of combining these two conferences. Hasan Ikhrata, Director of Planning and Policy, stated that staff would look into the pros and cons of combining the two conferences and come back to the Committee with a report.

In summary, there were three volunteers to work with staff Councilmember Kathryn McCullough, Councilmember Melanie Fesmire, and Councilmember Marilyn Poe.

6.3 Expanded Regional Comprehensive Plan Approach and the California Environmental Quality Act (CEQA)

Jacob Lieb, SCAG Staff, gave a brief presentation on the report from the Regional Comprehensive Plan Task Force on continuing CEQA Reform discussions and potential approach for the RCP. Mr. Lieb stated the Task Force is considering new RCP approach in order to take advantage of an opportunity presented by CEQA reform. The new approach includes (1) outcome based plan, (2) full coordination with other State and regional plans, (3) develop regional mitigation and finance structure.

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Jacob Lieb turned the presentation over to Councilmember Nowatka, the Vice Chair of the RCP Task Force. Councilmember Nowatka detailed the work being done by the Task Force and agreed with Mr. Lieb by saying the RCP Task supports the new approach and he too asked for feedback and comments.

After a lengthy discussion among committee members there was general agreement that the committee is concerned that CEQA streamlining might circumvent local control on project approval or on the ability to exact mitigation.

8.0 STAFF REPORT

Lynn Harris, SCAG Staff, reported that nothing had changed between SCAG and HCD from last July's report regarding Stated approval of changing the RHNA schedule.

6.4 Review of SCAG RHNA Responsibilities and Schedule

This item was held over until the October meeting.

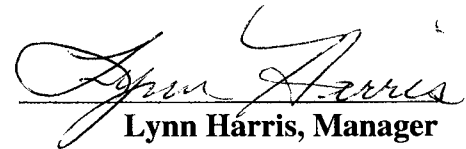
9.0 FUTURE AGENDA ITEMS

SCAG RHNA Responsibilities and Schedule

10.0 ADJOURNMENT

It was moved by Councilmember McCullough and seconded by Councilmember Coerper to adjourn at 11:46 a.m. motion passed unanimously. The next CEHD meeting will be held in October at the SCAG office.

Action Minutes Approved by:


**Lynn Harris, Manager
Community Development**

MEMO

DATE: October 10, 2005

TO: The Regional Council
The Community, Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative Matrix

The State Legislature, which now turns its attention to the November special election, has adjourned for the year and will not reconvene until Wednesday, January 4, 2006. The attached matrix shows the end-of-session disposition of state bills and constitutional amendments upon which SCAG has taken a position. Bills that did not advance from their house of origin by May 30th are considered dead; those that did pass to the other house carry over into the second half of the session in 2006.

Only one bill, SB 575 (Torlakson) on housing development projects, passed the Legislature and awaits the Governor's signature. He must sign or veto bills by October 9th. Legislation enacted in 2005 becomes effective on January 1, 2006 in the absence of an urgency clause.

In Washington, Congress has returned from its August district work period and has focused on three subjects: the nomination of Judge Roberts for Chief Justice of the Supreme Court, Hurricane Katrina relief, and the passage of appropriations bills. Appropriations measures are due before the end of the federal fiscal year on September 30th, but delays are expected. The appropriation for the Department of Transportation and the Treasury was purposely delayed to permit the passage of SAFETEA-LU first. Now that the reauthorization has been enacted, the Congress can pass a Transportation appropriation that accounts for SAFETEA-LU's new provisions.



Subject: Transport

Subject: Revenue/Bond, Transport

Subject: Transport

LOCATION: Assembly Natural Resources Committee

SUMMARY:

Revises the waste management practices that the integrated Waste Management Board and local agencies are required to promote. Repeals the definition of the term gasification. Defines the terms conversion technology, beneficial use and recovery. Revises the definition of the term "transformation" to exclude pyrolysis, distillation or biological conversion other than composting from that definition. Specifies that transformation does not include conversion technology.

STATUS:

04/18/2005 In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee.

PRIVATE FILE:

Position: SCAG-Sup 04/07/2005
Subject: SolidWaste

CA AB 1266

AUTHOR: Niello (R)
TITLE: State Highways: Design-Sequencing Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/04/2005
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Authorizes the Department of Transportation to award design-sequencing contracts for the design and construction of not more than 4 additional transportation projects, to be selected by the Director of Transportation.

STATUS:

05/25/2005 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

PRIVATE FILE: Transportation
Position: SCAG-Sup 04/15/2005
Subject: Transport

CA ACA 13

AUTHOR: Harman (R)
TITLE: Local Government: Assessments and Fees or Charges
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 04/21/2005
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Proposes a Constitutional amendment that excludes a fee or charge related to flood control, stormwater drainage or surface water drainage from restrictions on the imposition or increase of a property-related fee or charge by a city, county or special district upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest, and upon the approval by a majority vote of the property owners of the property subject to the charge or fee.

STATUS:

04/21/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS.

04/21/2005 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.

04/21/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

CA SB 44

AUTHOR: Kehoe (D)
TITLE: General Plans: Air Quality Element
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/04/2005
LAST AMEND: 05/17/2005
DISPOSITION: Pending
LOCATION: Assembly Unfinished Business
SUMMARY:

Requires the legislative body of each city and county located in specified areas to either adopt an air quality element as part of its general plan or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing elements that occurs after a specified date. Requires cities and counties to comply by a certain date.

STATUS:

09/08/2005 In ASSEMBLY. Read third time. Failed to pass ASSEMBLY.

09/08/2005 In ASSEMBLY. Motion to reconsider.

PRIVATE FILE:

AirQuality

Position:

SCAG-Opp 06/02/2005

Subject:

AirQuality, LandUse

PRIVATE FILE:

LandUse

Subject:

AirQuality, LandUse

CA SB 172

AUTHOR:**TITLE:****FISCAL COMMITTEE:****URGENCY CLAUSE:****INTRODUCED:****LAST AMEND:****DISPOSITION:****LOCATION:****SUMMARY:**

Torlakson (D)
Bay Area State-Owned Toll Bridge: Financing
yes
no
02/09/2005
05/27/2005
Pending
Assembly Transportation Committee

Requires the seismic retrofit surcharge on bay area toll bridges to be paid into the Bay Area Toll Account. Requires the Bay Area Toll Authority to amend its agreement with the Department of Transportation to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. Requires the authority and department to form a Toll Bridge Program Board of Control to review those projects.

STATUS:

06/13/2005

PRIVATE FILE:**Position:****Subject:**

To ASSEMBLY Committee on TRANSPORTATION.

Transportation

SCAG-Watch 05/05/2005

Revenue/Bond, Transport

CA SB 371

AUTHOR:**TITLE:****INTRODUCED:****LAST AMEND:****DISPOSITION:****LOCATION:****SUMMARY:**

Torlakson (D)
Public Contracts: Design-Build: Transportation
02/17/2005
04/26/2005
Pending
Senate Appropriations Committee

Authorizes, until January 1, 2011, certain state and local transportation entities to use a design-build process for bidding on highway construction projects. Establishes a procedure for submitting bids that includes a requirement that design-build entity bidders provide certain information in a questionnaire submitted to the transportation entity that is verified under oath. States the intent of the Legislature that a transportation entity implement a labor compliance program for such projects.

STATUS:

05/26/2005

PRIVATE FILE:**Position:****Subject:**

In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.

Transportation

SCAG-Sup 04/15/2005

Transport

CA SB 521

AUTHOR:**TITLE:****FISCAL COMMITTEE:****URGENCY CLAUSE:****INTRODUCED:****LAST AMEND:****DISPOSITION:****LOCATION:****SUMMARY:**

Torlakson (D)
Local Planning: Transit Village Plans
no
no
02/18/2005
09/02/2005
Pending
Assembly Housing and Community Development Committee

Requires a transit village plan to include a transit station and a parcel, at least 1/2 of which is

with no more than 1/4 mile of the exterior boundary of the parcel on which the transit station is located or parcels located in an area equal to the area encompassed by a 1/4 mile radius from the exterior boundary of the parcel on which the station is located. Defines blight under the Community Redevelopment Law to include the lack of high density development within a transit village development district.

STATUS:

09/02/2005 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
09/02/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

PRIVATE FILE:

Position: LandUse
Subject: NARC-Sup 06/02/2005
Housing, Transit

CA SB 575

AUTHOR: Torlakson (D)
TITLE: Housing Development Projects
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 08/18/2005
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Amends Planning and Zoning Law provisions relating to approval or disapproval of projects for farmworker housing, very low, low-, or moderate-income households. Revises conditions regarding disapproval or a conditional approval of a housing development project. Authorizes an applicant for a project or a person who would be eligible to apply for residency to bring an action in court. Authorizes the court to vacate the decision, deem the application complete, and impose fines upon determination of bad faith.

STATUS:

09/02/2005 *****To GOVERNOR.
PRIVATE FILE: LandUse
Position: SCAG-Sup 06/02/2005
Subject: Housing, LandUse

CA SB 705

AUTHOR: Runner G (R)
TITLE: Design-Build Contracts
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Authorizes the Department of Transportation to contractor using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.

STATUS:

04/19/2005 In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:

06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to

Prop 42 provisions only

Position:

SCAG-Sup&Amend 05/05/2005

Subject:

Revenue/Bond, Transport

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REPORT

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

SUBJECT: Preliminary Draft Land Use and Housing Chapter

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTIONS:

Release the Preliminary Draft Land Use and Housing Chapter for public review. Approve the process described below for making refinements to the chapter. Consider new policy statements as recommended by the Regional Comprehensive Plan Task Force.

SUMMARY:

On January 18, 2005, the Regional Comprehensive Plan (RCP) Task Force gave instructions to staff on the completion of a Draft Land Use and Housing Chapter. A subsequent report to the CEHD Committee was made in March 2005. On August 22, the RCP Task Force reviewed the Preliminary Draft Chapter, made comments, and recommended that the CEHD Committee release the chapter to the public for review. Staff has edited the Preliminary Draft in response to the Task Force's comments and is presenting it for the CEHD Committee's consideration at this time. Further, the Task Force is recommending additional steps to make refinements to the Chapter.

BACKGROUND:

The Regional Comprehensive Plan incorporates all applicable, current policies of the Regional Council, and develops an action plan for implementation by outside entities. Over the last year, staff, under the direction of the RCP Task Force, has developed a preliminary draft of the Land Use and Housing Chapter.

At this time, the chapter should not be considered final. Rather, it includes the two key sections developed during the first year of the planning process. Pending approval by the CEHD, staff will release this preliminary draft to the public, and undertake further activities to refine and complete the Chapter.

Further, the RCP Task Force requested that the CEHD Committee consider new policies to be included in the Chapter. Specifically, under the subsection "Recommended Actions for the State of California," the Task Force suggested the addition of the following statement:

Within State programs and plans, there should be tools established that promote transit oriented development, green building practices, and jobs housing balance including access to housing for teachers, public safety employees, and other workers.

Pending approval by the CEHD Committee, this new policy language would be included in the Preliminary Draft chapter, and labeled as a draft policy without formal standing until such time as the RCP is adopted by the Regional Council.

REPORT

The current (2005-2006) fiscal year effort will focus on the crafting of performance outcomes for each chapter. These outcomes should have the following features:

- Consistent with Federal and State legal requirements, at a minimum (can be more rigorous, but not less)
- Fully incorporates plans prepared by responsible agencies
- Can be measured at intermediate stages
- Can be adapted to be used as significance thresholds in environmental analysis under the California Environmental Quality Act.

For the Land Use and Housing Chapter, this process, as proposed by the Task Force, will be coordinated with the on-going 2% Strategy Implementation process, which includes its own performance measurement component. The procedure for developing plan outcomes will include a review of applicable State and regional plans, direct outreach to agencies with policy and regulatory authority, and dialogue to mediate various plan provisions.

FISCAL IMPACT:

No fiscal impact. Any work related to this item is included in the 2005-2006 Overall Work Program for the Regional Comprehensive Plan (06-035). *HC*

Attachment: Preliminary Draft Land Use and Housing Chapter

Land Use Policies

SourceDocument	id Policy	Type
EIR		
	185 Help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	165 Encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	181 Promote water-efficient land use development.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	184 Encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

SourceDocument	id Policy	Type
	<p>149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <div> <div> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input type="checkbox"/> Energy <input type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other </div> </div>	Mitigation
	<p>150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.</p> <div> <div> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input type="checkbox"/> Energy <input type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other </div> </div>	Mitigation
	<p>151 Encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.</p> <div> <div> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input type="checkbox"/> Energy <input type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other </div> </div>	Mitigation
	<p>152 Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.</p> <div> <div> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input type="checkbox"/> Energy <input type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other </div> </div>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>154 Encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>155 Encourage that multiple use of spaces be allowed as feasible and practical, and encourage redevelopment activities to focus some investment on recreation uses so as to provide more opportunities for access to open space close to the urban core.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>158 Work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>160 Use SCAG's Growth Visioning program and the forthcoming Regional Growth Vision to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>153 Encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	161 Work with member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	159 Work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Growth Vision

	58 Foster livability in all communities	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	78 Create a region with many centers.	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	69 Promote sustainability for future generations	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	53 Improve mobility for all residents	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	70 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	57 Promote a variety of travel choices.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	54 Encourage transportation investments and land use decisions that are mutually supportive.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	67 Support local and state fiscal policies that encourage balanced growth.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	60 Promote development that provides a mix of uses.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	65 Support educational opportunities that promote balanced growth.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	81 Protect sensitive environmental features such as steep slopes, wetlands, and stream corridors from development.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	71 Focus development in urban centers and existing cities.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	80 Locate heavy trip generating development in areas with robust existing transportation infrastructure.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Legislative Positions

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	189 SCAG supports efforts of the State to reform housing planning such that it can: a) achieve a higher level of transportation and air quality performance b) improve housing availability and affordability c) provide for performance and accountability measurements for local governments and others.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other

Resolutions

	142 Supports the continued operations of all military facilities in the SCAG region.	Position
<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	

RTP

	5 Encourage land use and growth patterns that complement our transportation investments.	Goal
<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	
	3 Preserve and ensure a sustainable regional transportation system.	Goal
<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	
	1 Maximize mobility and accessibility for all people and goods in the region.	Goal
<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	46 Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	49 Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	51 Mitigate effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	52 Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	8 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	33 Prioritize projects that enhance safety and security.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	50 Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.	Position
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	42 Prioritize transportation projects that support land use goals.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	25 Use infill where appropriate to revitalize underutilized development sites.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	29 Ensure adequate access to open space.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	31 Change land use to correspond to the implementation of regionally significant major transportation projects and their consequent short-and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	30 Change land use to correspond to the implementation of a decentralized regional aviation strategy and its consequent short- and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

Housing Policies

SourceDocument

id Policy

Type

EIR

- 150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.

Mitigation

- | | |
|--|--|
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

- 149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

Mitigation

- | | |
|--|--|
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

- 183 Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

Mitigation

- | | |
|---|---|
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

Growth Vision

- 79 Encourage investment in transit.

Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	64 Provide, in each community, a variety of housing types to meet the needs of all income levels.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Legislative Positions

- 189 SCAG supports efforts of the State to reform housing planning such that it can:
- a) achieve a higher level of transportation and air quality performance
 - b) improve housing availability and affordability
 - c) provide for performance and accountability measurements for local governments and others.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input type="checkbox"/> Other |

RTP

- 3 Preserve and ensure a sustainable regional transportation system. Goal

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input type="checkbox"/> Other |

- 26 Focus growth along transit corridors and nodes to utilize available capacity. Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input type="checkbox"/> Other |

- 28 Provide housing opportunities to match changing demographics. Principle

- | | |
|---|---|
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Economy | <input type="checkbox"/> Other |

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	25 Use infill where appropriate to revitalize underutilized development sites.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

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2005/06 SCAG RCP

Preliminary Draft Action Plan for Land Use and Housing Chapter

INTRODUCTION

The action plan for Land Use and Housing identifies policy and practice that SCAG endorses for external parties and for itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the party that is intended to carry out the action. As such, there is a section for recommendations for the Federal Government, State Government, SCAG and other regional agencies, and local government. The action plan is further organized by distinguishing actions that are critical to implementing SCAG's regional growth vision and those which are presented as advisable practices.

Critical Path actions/Implementing the Vision – The Regional Council has created a clear set of objectives and goals related to land use and development in Southern California. In large part, these goals are formalized by the adoption of the Compass Growth Vision in 2004. Further, many of the assumptions of the vision were included as specific land use measures in the 2004 Regional Transportation Plan. Therefore, the region must pursue implementation of its growth vision, not only to ensure quality of life and sustainability, but also to ensure the viability of the RTP and its associated EIR and Air Quality Plan.

The vision for future growth and development is described in full in the Policy section of this chapter. Reviewed briefly here, the vision calls for acceleration of growth in key strategic areas. These areas are identified as specific locations around the region. These areas are defined by their characteristics which are as follows:

1. They are along major corridors which are, or can be well served by transit, or
2. They are regional or sub-regional centers (e.g. downtowns), or
3. They are aligned with major infrastructure or regional facilities.

These locations are termed 2% Strategy opportunity areas, in that the land mass where change in growth and development is required comprises 2% of the region's urbanized area. The action plan identifies a set of actions for communities that have a 2% Area identified within their boundaries. Other actions are specified as general practice for all jurisdictions in the region.

The region will achieve demonstrable benefits from the implementation of the land use measures identified in this plan. Those benefits include improved mobility, air quality, and regional competitiveness. The rationale for the measures included here is also described in detail in the Policy and Existing Conditions sections of this chapter. SCAG

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also believes that the benefits of pursuing the implementation actions described here will accrue to the local level, in particular, because there are a variety of tools that can be adapted to local conditions and local objectives.

The “Existing Conditions” section describes barriers to the types of growth and development described in the Growth Vision. Briefly reviewed here, these barriers are:

1. Lack of adequate, predictable revenue streams at the local government level combined with aging and inadequate infrastructure in older, urban communities.
2. Planning practice that is ad-hoc and reactive rather than broad and proactive.
3. Lack of knowledge and expertise regarding the benefits of in-fill and urban development.
4. NIMBYism.

The actions described here as “critical path” are those specifically intended to remove or ameliorate these barriers in the locations where growth should occur.

RECOMMENDED ACTIONS

Actions for the State of California

1. SCAG strongly encourages improvements in the State’s municipal finance structure affecting virtually all local governments in California. Reforms should be developed with two clear goals:
 - Ensure the reliability of revenue streams to local government such that local finances are not the first resort in difficult budget years.
 - Ameliorate the incentives inherent in the current fiscal system, which promote inefficient land uses. (Policy Reference:67)
2. SCAG strongly encourage continued reforms of the Housing Element and housing allocation processes. These reforms should promote the broad goals stated by the Secretary of Business, Transportation and Housing and shared by SCAG:
 - Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.
 - Jurisdictions should be able to collaborate in meeting housing needs.
 - Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts. (Policy Reference: 189)
3. The State’s confusing, and often conflicting growth policies and plans should be reconciled. (Policy Reference: 189)
4. The role of regional growth planning within State planning and development processes should be elevated such that, for example, the growth forecast prepared for the RTP is used for various State planning and resource allocation functions. (Policy Reference: 189)

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Actions for SCAG

SCAG will continue its 2% Strategy effort in order to ensure that the land use policy changes envisioned in Compass are implemented. SCAG will continue to refine land use measures in its current and future RTP planning processes. (Policy Reference: 159, 160, 161)

SCAG will advocate for legislative changes as described above under State actions. (Policy Reference New)

SCAG will continue and expand on-going programming to educate elected officials and the public regarding the benefits of appropriate growth and development, and of affordable housing. (Policy Reference: 159, 160, 161)

SCAG will continue activities to ensure completion of mitigation measures identified in the 2004 RTP EIR. Those measures related to land use and housing are listed in the policy section of this chapter. (Policy Reference: 159, 160, 161)

SCAG will engage a study to explore ways that portions of the benefit derived from public reinvestment or land use policy actions can be recaptured to fund public needs. (Policy Reference New)

Actions for Cities and Counties

Critical Path Action – Implementing 2% Strategy

Jurisdictions that have within their boundaries an area identified in the 2% Strategy as critical to the region's growth and development are urged to take all necessary steps to maximize the opportunity for the envisioned growth to occur. This plan identifies a number of tools communities can use in combination to reach their development potential. **An attached matrix (Attachment 1) records the steps that jurisdictions are encouraged to take given the specific type of growth opportunity area that exists.**

Beyond considering the individual actions described here, communities with 2% Strategy Areas are encouraged to work with SCAG in developing and implementing an overall growth strategy for the affected areas.

The following are advisable actions or tools for use in all jurisdictions:

General Considerations

Planning at the local level occurs along a continuum from the most broad – the General Plan -- to the most specific – individual project level approvals. This action plan contains recommendations for approaches to a range of planning, regulatory, environmental, and financial activity. In approaching the whole range of activities, SCAG encourages

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localities to focus their efforts on the broadest, most generalized level possible. Ideally, communities should use the General Plan process to set the course for future development within the jurisdiction. Among planning procedures, the General Plan should have the greatest degree of community participation. Each successive level of activity, including zoning, neighborhood planning, specific planning, and permitting should become increasingly specific in defining the community's desire for development types and locations. A community that successfully defines its goals and strategies in the broader policy documents should be able to ease the project permitting process by retaining less discretion at that level.

Often, however, communities are unable to dedicate the time and resources to undertake a full General Plan update. While this action plan strongly urges jurisdictions to maintain an up to date General Plan, it also recognizes these real world limitations. As such, the underlying assumption of this recommendation is that a community should concentrate its efforts on the broadest level planning that it is able to undertake.

Jurisdictions should endeavor to maximize community involvement in broad scale planning process such as the General Plan or specific plan. Residents of communities should feel that their concerns have been duly considered in these planning processes such that community members may support individual projects consistent with the community's broad goals, and opposition to individual projects is lessened. (Policy Reference 159)

Policy Actions

General Plan

Municipalities are encouraged to keep the State mandated General Plan up-to-date. Communities are encouraged to take a comprehensive approach to updating the General Plan. In particular, SCAG advises communities to ensure that infrastructure assumptions described in the circulation element are supportive of the community's development goals described in the land use and housing elements. Communities are encouraged to consider the regional setting in determining their own development goals and are strongly encouraged to submit the General Plan and General Plan elements to SCAG under the Inter-Governmental Review Program. (Policy Reference 159)

Housing Element

As part of complying with State Housing Element requirements, communities are encouraged to assess, on a regular basis, potential sites for the development of affordable housing. Communities should assess the long term needs for housing based on population and employment projections, and identify opportunities within their land use planning to accommodate housing growth. Affordable housing projects should be encouraged when opportunities for infill and redevelopment arise. (Policy Reference 28, 55, 64)

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Planning Actions

Zoning Ordinance

SCAG advises municipalities to ensure that their zoning ordinance effectively implements the goals of the community and the policies described in the General Plan. SCAG strongly encourages the use of innovative approaches in crafting a zoning ordinance, including Form Based Zoning. Form Based zoning is an approach whereby building types and design specifications are clearly delineated, uses are simplified, and zones are organized by intensity of use, rather than by type of use. In any zoning ordinance, the community should seek to clearly define its intentions for the future of the built environment, such that discretion at the individual project permitting level is limited. (Policy Reference 159, 160, 161)

Specific Plan

Local governments are encouraged to develop specific plans for areas identified, by themselves or by the region, as key growth opportunities. The specific plan can be used to create additional definition regarding the types and intensities of use under the parameters set forth in the General Plan. For example, design considerations can be effectively addressed in a specific plan. Communities should perform an environmental analysis of the specific plan such that can be tiered by individual project proposers. (Policy Reference 159, 160, 161)

Communities preparing a specific plan are strongly encouraged to reference the “Planners Guide to Specific Plans” published by the Governor’s Office of Planning and Research.

Infrastructure planning

Communities are encouraged to undertake comprehensive reviews of their infrastructure needs and balance these needs against available revenues. Specific recommendations on planning around infrastructure needs will be found in the Water, Solid Waste, Energy, and Open Space chapters of this RCP. (Policy Reference 54, 58, 59, 69, 71, 72, 80, 82, 159, 160)

Environmental Actions

California Environmental Quality Act (CEQA) Implementation

CEQA allows local governments to create local implementing ordinances that can set thresholds for environmental impacts at the local level, and can establish clearer expectations for mitigation on various types of projects. Communities are strongly encouraged to adopt a CEQA implementing ordinance. (Policy Reference 58, 69, 70, 81)

Master Environmental Documentation

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As described above under “Specific Plan,” a community can more effectively promote desired development by producing tiered environmental analysis, as allowed under CEQA. The best case scenario for this type of practice is to perform and certify an environmental review on a neighborhood and specific plan, such that project level implementation does not require additional review. This can greatly reduce the time and cost for development. Communities are encouraged to give full consideration to the environmental and health impacts of plan implementation and to create appropriate mitigation schemes. SCAG considers examination and mitigation of environmental impacts at the plan level to be favorable to the project level. (Policy Reference 58, 69, 70, 81)

Uniform Mitigation

Establishing predictable standards for mitigation of impacts associated with new development is highly recommended. This can be accomplished through a mitigation program, or through pooled mitigation fees on new development.

Two counties in the SCAG region have implemented transportation uniform mitigation fees. These fees are imposed on new development and provide funding for new transportation infrastructure in accordance with the need that new development creates. By creating a uniform fee at the county level, there is no variability in mitigation measures that might otherwise be imposed on individual projects.

Counties that do not have uniform mitigation programs are encouraged to consider them. In so doing, these counties should endeavor to ensure equitable distribution of the funds generated, such that the new development providing the funding is in fact served by new infrastructure. Counties should realistically estimate revenue generated from fee programs such that programming can be sustained through slower building cycles. (Policy Reference 58, 69, 70, 81)

Regulatory Actions

Parking

Parking requirements imposed by localities on various types of development have a profound impact on the viability of potential projects. Planning for parking should be sensitive to the particular needs and context of a location, and should take advantage of creative techniques to provide adequate and appropriate levels of parking. Communities interested in creating or building mixed use of regional centers are encouraged to give strong consideration to establishing shared parking for residential, commercial and retail uses. There are several successful examples of shared parking programs in the SCAG region, and available planning tools are described in the “resources” section of this chapter.

Additionally, many jurisdictions simply require too much parking for all types of development. Recognizing that high parking requirements increase the cost of

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development and use substantial amounts of space, communities are strongly encouraged to review their parking requirements. (Policy Reference 61, 82)

Brownfield ordinance

Many communities in the SCAG region have effective ordinances that assist in the cleanup and redevelopment of brownfield sites. All jurisdictions, particularly those in the older, more urbanized part of the region, should give strong consideration to the adoption of such an ordinance. Communities are encouraged to reference Brownfields research conducted by SCAG which is described in the “resources” section of this chapter. (Policy Reference 59)

Adaptive Reuse ordinance

Few communities in the SCAG region have adopted ordinances to assist in the conversion of vacant or underutilized properties. SCAG strongly encourages the conversion of aging commercial, office, and some industrial properties to housing and mixed use with housing. The City of Los Angeles produced an effective ordinance that can be used as a model. The Los Angeles ordinance simplifies processing and relaxes some building standards. Further, SCAG produced a research paper on best practices in adaptive reuse. (resources section) (Policy Reference 59)

Mixed use

Communities are encouraged to promote mixed use at various locations. (Policy Reference 60)

Affordable housing incentives

Communities are encouraged to consider adoption of various tools to facilitate the development of lower income/affordable housing. Such tools include:

Density bonus – allows a developer to increase density over what is allowed by zoning if a pre-determined share of units provided are affordable.

Inclusionary zoning – mandates inclusion of affordable units in new housing developing. A community can, within an inclusionary ordinance, specify criteria where the requirement would be triggered, such as projects over a certain size. In some communities, developers are able to pay an “in-lieu” fee into an affordable housing development fund rather than build units.

Parking concessions - allows developers to reduce the required number of parking spaces with new housing that includes an affordable component. (Policy Reference 64)

Finance Actions:

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Fee structures

As described above under Uniform Mitigation, local governments can effectively finance some infrastructure and other needs through imposition of fees on development. While this practice is generally advisable, SCAG encourages communities to comprehensively review fee placed on growth and development such that fees do not have the effect of suppressing development, and so that proceeds are applied appropriately. (Policy Reference 58, 69, 70, 81)

Benefit Assessment

Communities are encouraged to explore establishing assessments on property in cases where a local action increases value. For example, if a rezoning to residential causes an increase in property value, the locality can potentially recapture a portion of the value gain for the purpose of funding infrastructure, mitigation, and service needs associated with growth in that location. (Policy Reference 58, 69, 70, 81)

Data and Analysis Actions/ Tools

SCAG has developed various tools as part of the 2% Strategy Implementation effort that can be helpful in assessing and planning for growth and development. Communities are encouraged to access these tools from SCAG. They include:

- Tipping Point Analysis¹
- Redevelopment strategy
- Economic development strategies
- Development of code amendments
- Model ordinances
- Public involvement
- Small site workshops
- Alternative scenario development and analysis
- Photo simulations
- Urban design solutions
- Resource sharing

CROSS REFERENCE:

Many actions related to land use are also included in the Water, Air Quality, Open Space, and Transportation Chapters. Communities are encouraged to examine these other action plans for additional guidance.

Attachment

Preliminary Land Use Action Matrix by Local Characteristic

¹ – combines analysis of various regulatory actions (parking requirements, floor areas, etc) to determine the best mix to incentivize development.

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

<i>Characteristic/Location</i>	<i>Potential Action</i>	<i>Tools</i>
City center	Dense, mixed use downtown	
Corridor	Focus, intensify mix use development and housing	
Corridor	Preserve nearby sensitive areas, existing neighborhoods	
Corridors	Focus mixed use growth along these corridors with villages at transit nodes where the corridors intersect. Enhance surrounding neighborhoods with compatible infill.	
Corridor and Station community	Focus mixed use development with villages at transit stops.	
Corridor and Station community	Focus mixed use development close to commuter and light rail stations	
Mainstreet/Transit Corridor	Focus growth along key corridors with mixed use, village areas around transit nodes.	
Mainstreet/Transit Corridor	Infill underdeveloped areas	
Mainstreet/Transit Corridor	Preserve existing neighborhoods	
Mainstreet/Transit Corridor	Focus the more dense growth on areas closest to highway interchange with village development around BRT station. Keep development in flat areas to preserve hills.	
New neighborhood areas	Utilize flatter, lower elevation areas to accommodate new housing - decreasing pressure for developing hillsides.	
New neighborhood areas	New neighborhoods and infill in existing low density areas, keeping development close to major roads and existing towns to preserve rural areas and in flat areas to preserve hills.	
New neighborhood areas	Focus infill and high-density residential in undeveloped areas	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	
Potential new transit station area	Focus mixed use development close to core near potential future high-speed rail station. Encourage compatible infill in existing neighborhoods and mixed use development.	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Rail transit station area and Transit Corridor	Mixed use and residential development Focused on the transit station area.
Regional Center	High density downtown development with intense mixed use and employment filling underutilized areas.
Regional Center	Intense mixed use development downtown and along major corridors, compatible infill throughout grid. Avoid developing any sensitive areas.
Regional Center	Create higher density villages around rail stations and transit nodes, focus mixed use in all current commercial areas, encourage compatible infill in existing neighborhoods.
Regional Center	Focus higher density mixed use growth in central area, around rail stations, and around airport. Preserve existing neighborhoods and add compatible infill.
Regional center	High density mixed use development, infill, with the highest densities along the rail line and the potential rapid bus line
Station area	Focus mixed use development to create a station village around a commuter rail station.
Station area	Focus mixed use development to create a station village around rapid bus station
Station area	New development throughout area, protecting sensitive areas
Station Area	Industrial and mixed use area along rail corridor, village area around any stations
Station area and corridor	Village growth around commuter rail station. Mixed use along corridors, preserve existing neighborhoods.
Station area and corridor	Focus village development around commuter rail station and along corridor
Station Area and Corridor	Mixed use development near rail corridor and major streets, village development around stations.
Station Area and Corridor	Mixed use village development
Station areas	Focus mixed use development to create a station village around metro station.
Station areas	Focus mixed use development to create a station village around both LRT and commuter rail stations.
Station areas and corridors	Focus mixed use development to create a station village around a commuter rail station.

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Station areas and corridors	Create village around rapid bus intersection and focus mixed use along the two corridors.
Town Center	Focus mixed use and other denser development
Town center and station area.	Mixed use development around rail station.
Urban neighborhood	Medium residential with multi-family
Urban neighborhood and transit station	Focus mixed use development around rail stops, compatible infill in surrounding areas.
Urban neighborhood and transit station	Focus development along the rapid bus corridors with villages at nodes, compatible infill housing in the rest of the neighborhood.
Urban neighborhood and transit station	Focus mixed use development along major streets with village around rapid bus station
Urban neighborhood and transit station	Focus intense mixed use development in village form around commuter rail station, focus other fairly dense development along corridors and throughout grid area.
Urban neighborhood and transit station	Focus commercial and mixed use development around commercial core of area and around transit nodes.
Urban neighborhood and transit station	Focus mixed use and employment to rail station areas.
Urban neighborhood and transit station	Focus mixed use development close to rapid bus stops, preserve character of surrounding area.
Urban neighborhood and transit station	Focus development to flat area close to preserve hills.
Urban neighborhood with small scale corridor	Infill development, mixed use where possible.
Urban neighborhood with small scale corridor	Focus mixed development along major corridors while preserving existing neighborhoods while adding compatible infill.
Urban neighborhood with small scale corridor	Preserve character of existing neighborhoods, keep more dense developments close to major corridors, compatible infill in existing neighborhoods.
Urban neighborhood with small scale corridor	Focus mixed use development to major streets and infill preserving neighborhood character on side streets.

REPORT

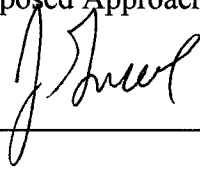
DATE: October 10, 2005

TO: Community, Economic and Human Development Committee
Energy and Environment Committee
Transportation and Communications Committee

FROM: Regional Comprehensive Plan Task Force
Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

SUBJECT: Regional Comprehensive Plan Proposed Approach

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend that the Regional Council approve the proposed approach.

SUMMARY

Staff, under the direction of the Regional Comprehensive Plan (RCP) Task Force, has completed preliminary products for the RCP based on a work plan approved by the Regional Council in October 2004. That work plan focused on the compilation of existing SCAG policies and the formulation of action plans to implement those policies. As reported to the policy committees on September 8, the RCP Task Force has been considering expanding the original work plan to include several new efforts. At this time, the Task Force is proposing that the policy committees recommend the new approach to the Regional Council. The plan resulting from this effort will be adequate to serve as a test case for the role of regional planning within the California Environmental Quality Act (CEQA), but it will also be a useful and effective plan in the absence of successful CEQA reform legislation.

BACKGROUND:

The proposed expanded RCP effort has been developed in light of on-going CEQA reform discussions. Those discussions suggest that a regional plan meeting specific criteria could qualify subsequent, consistent plans and projects for alternative processing under CEQA. SCAG has viewed this concept as an opportunity to ease the development process for projects included in, or consistent with, the region's adopted growth vision (2% Strategy).

To date, no broad agreement on CEQA reform has been reached. As such, this proposal is an attempt to approach the RCP as an opportunity to develop a test case for regional plans that could subsequently be useful should CEQA reform proceed. The proposed new approach would add the following activities to plan development:

- Establish quantifiable plan outcomes across the full range of planning and resource categories.
- Demonstrate measurable benefit for the environment.
- Include mitigation measures that are applicable at the project level.

- Propose funding and other incentive mechanisms for supportive implementation at the local level.
- To the extent possible, fully incorporate resource and infrastructure plans prepared at the regional and state level. When full integration is not possible, SCAG will perform an analysis of these external plans demonstrating whether they are consistent with the region's growth strategy.

Plan Integration/Open Space and Habitat

The ability to fully incorporate elements of other State and regional plans will depend on a variety of factors including the timing of planning processes, the willingness of outside agencies to collaborate, and whether, as in some cases, planning activities are exempt from CEQA. At this time, staff envisions placing special emphasis on the Habitat and Open Space Chapter. To that end, staff has held discussions with the State Resources Agency regarding collaboration.

The Habitat and Open Space Chapter will include the following elements:

- Identification of the characteristics of land that should not be developed based on a "natural systems" approach
- Identification of suggested amount, type and location of parkland within urban settings
- Identification of measures to mitigate habitat impacts of transportation projects
- Identification of financial mechanisms to accrue funding for open space protection
- Analysis of existing State plans for open space, habitat, and parks. Specific recommendations for future planning efforts based on consistency with the region's desired outcomes.

Local Implementation/Incentives

There is broad agreement within on-going CEQA reform discussions that project streamlining should be implemented only at the option of the local jurisdiction. Further, there is also broad agreement that the procedural steps within CEQA should be preserved within any streamlined alternative. The concept of streamlining is to redirect effort and analysis currently done within project Environmental Impact Reports to advance planning. To date, there is no specific, detailed proposal on CEQA streamlining. Based on previous Regional Council action, SCAG would oppose any proposal that limited a local jurisdiction's discretion in project review and approval.

At the same time, SCAG will endeavor to develop proposals that would make alternative CEQA procedures attractive to local agencies. Specifically, there should be incentive funding and mitigation funding available to local agencies that agree to preference projects consistent with the regional growth strategy. SCAG will include specific proposals for incentive approaches within the RCP.

FISCAL IMPACT:

No fiscal impact at this time. Any work related to this item is included in the 2005-2006 Overall Work Program for the Regional Comprehensive Plan (06-035). Additionally, staff anticipates enhancing the RCP budget with previously unprogrammed funds, subject to future consideration by the Administration Committee and the Regional Council.


REPORT

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Lynn Harris, Manager, Community and Economic Development, (213) 236-1875
harris@scag.ca.gov

SUBJECT: Combining SCAG Economic Forecast Conference and Regional Housing Summit

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Proceed with the Economic Forecast Conference in January 2006 and the Housing Summit in April 2006 as separate and distinct conferences each with their own mission purpose and audience.

SUMMARY

Chair Robertson directed staff to look into combining two SCAG annual events: the Regional Housing Summit and the Regional Economic Forecast Conference. Staff evaluated the pros and cons of combining the two conferences and reached the following conclusions.

PROS

- There are a few complementarities between the economic outlook portion of the conference program and housing. Integration of an economic forecast with housing issues could provide a more comprehensive conference theme
- Some staff time and possibly financial resources could be saved by reducing the number of SCAG events
- A combination conference might attract a more diverse general audience

CONS

- Weakens the regional focus on two separate and important planning and policy issues
- Creates one less opportunity for CEHD members to take leadership positions on policy issues within the purview of the Committee
- Reduces discussion time available for critical regional issues in both program areas
- The two events currently serve different audiences in the region
- It is late in the planning cycle to attempt to combine meetings; significant staff resources have already been spent on internal planning, including venue assessment and logistics planning. Sponsorship funds for the Economic Forecast Conference have already been received.
- Blurs the distinction between educational activities and activities that assist SCAG to develop a set of initiatives to move forward on policy initiatives within the purview of the Committee.

BACKGROUND

The format of the Economic Forecast Conference includes an economic outlook presentation on the U.S. and State of California as well as short-term economic forecasts for the SCAG region as a whole and for each SCAG County. SCAG is the only entity in the region that provides this short term forecast. A panel discussion by regional experts presents the major theme of the conference, which is typically developed

around SCAG initiatives or emerging initiatives that will increase the personal well being of all southern Californians. The topic for our last conference was “The Southern California Trade Rush: 21st Century Gold?” The conference has been consistently successful. About 200-250 people have attended each conference.

The next (9th) Economic Conference is scheduled for the fourth week of January of 2006. The work plan, as previously reported to the Committee, calls for the conference to tie in to the release of the State of the Region report.

The Annual Regional Housing Summit was mandated by the Regional Council after the last Regional Housing Needs Assessment (RHNA). It is intended as a forum for developing a collective local government strategy to meet housing needs of the region that result in increased housing production. Past Summits have included hands-on information and demonstrations in order to assist local governments. Production is an important component in meeting our fair share of the statewide housing need. Currently the region has a significant housing cost issue. Next year’s Housing Summit is expected to attract more attention than usual because it will take place in the same quarter of 2006 that SCAG is scheduled to start the RHNA process.

FISCAL IMPACT:

No net fiscal impact.

MEMO

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Joseph Carreras, Lead Planner, Tel. 213.236.1856, Carreras@scag.ca.gov

RE: Mixed Use Centers in the South Bay: How do they Function and Do they Change Travel Demand?

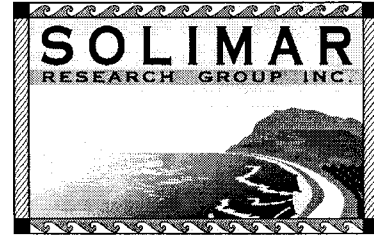
Summary:

The goal of this report is to obtain more empirical knowledge about the South Bay specifically – not by advocating a different development pattern or assuming that a different pattern will change people’s travel patterns, but by *examining mixed-use centers that already exist in the South Bay* and *determining whether travel behavior in those centers differs from travel behavior elsewhere in the South Bay*.

Background:

The full report with appendices is available on-line at:
http://www.southbaycities.org/pdfs/centers_study/South%20Bay%20Report.pdf

A ten page executive summary is attached.



Mixed-Use Centers In The South Bay: How Do They Function And Do They Change Travel Demand?

A Report to the South Bay Cities Council of Governments

From Solimar Research Group

June 30, 2005

"Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation (DOT) - Federal Highway Administration and the Federal Transit Administration -- under provisions of the Transportation Equity Act of 21st Century."

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Executive Summary

ES-1: Introduction

After more than a century of rapid suburban growth, the South Bay subregion is now almost completely built out. More than 1 million people live in the South Bay, and another 500,000 people work here every day. Virtually no undeveloped land remains in the South Bay, but forecasts from the Southern California Association of Governments suggest that the subregion will add another 170,000 residents and 80,000 jobs by 2025. Most of this additional growth is expected to come by recycling and intensifying land in older shopping centers and arterial corridors with the use of mixed-use development.

The goal of this report is to obtain more empirical knowledge about the South Bay specifically – not by advocating a different development pattern or assuming that a different pattern will change people’s travel patterns, but by *examining mixed-use centers that already exist in the South Bay and determining whether travel behavior in those centers differs from travel behavior elsewhere in the South Bay.*

In approaching this project, the Solimar team undertook a multi-faceted effort in conjunction with the COG and the Livable Communities Working Group. The work effort was divided into four overall components which together provide a vivid and useful

picture of mixed-use centers and the housing opportunities within them. These four components were:

- 1. Characterization of the South Bay's Urban Form and Selection of Study Areas*
- 2. Detailed GIS Analysis and Field Survey of the Three Centers*
- 3. Understanding of Travel Behavior in the Centers and in a Control Area*
- 4. Possible Design Improvements and Transportation Alternatives Within the Centers*

ES-2 The South Bay's Urban Form

The South Bay is similar to many other older suburban areas in the Los Angeles area in the sense that it grew rapidly in the postwar era and is now almost out of raw land. However, more than many other older suburbs – northern Orange County, for example – the South Bay's development pattern was fixed in part prior to World War II.

Many of the South Bay's older towns were originally developed between 1887 (the year of L.A.'s first real estate boom) and World War I, when Los Angeles's interurban and streetcar system were developed. In the postwar era, the South Bay developed in a suburban pattern similar to other growing areas in Southern California. The South Bay developed a critical mass of employment in certain critical industries, especially aerospace and automobiles, with jobs concentrated in many employment centers that were developed in conjunction with adjacent residential areas. Meanwhile, new single-family subdivisions were developed on the farmland in between the older town centers.

The result of this history is that the South Bay's urban form, while predominantly suburban in nature, is more varied than the form of suburban areas that developed entirely during one era such as north Orange County, which was developed predominantly during the 1950s, or the Santa Clarita Valley, which was developed mostly during the 1970s and '80s.

This variation has blessed the South Bay with a large number of village-scale town centers, as well as a large number of arterial strips and intersections. Generally speaking, these have not evolved into large regional entertainment or employment centers; rather, they have tended to remain local centers. But they do represent a significant and varied set of opportunities on which the next generation of development in the South Bay may be built – opportunities that could help to implement the 2% strategy.

ES-3 Selecting The Mixed-Use Centers to Study

Given the scattered landscape of both housing and jobs, we concluded that the best way to identify possible mixed-use centers is to show where high-density job centers and high-

density residential neighborhoods overlap. The locations where this overlap occurs number more than 70 of these “jobs-housing” areas. Most are small in area and they are scattered across the subregion.

Seeking to make more sense of this data, we selected 19 (areas that had either (1) several green areas) or (2) green areas surrounded by blue and yellow areas). We later added two more centers that did not exactly fit our parameters but seemed to be potentially significant from a subregional perspective (Cal State Dominguez Hills and Douglass Green Line Stop), giving us a total of 21.

We ranked each of the 21 areas in each category and then aggregated the rankings (without weighting the different factors).

After evaluating the 21 centers it was clear that many would not serve as effective candidates for the final three that will be analyzed in detail as part of this study. We found that in many cases, an area might appear to be a center in statistical terms, but it did not contain a dense and accessible mix of uses.

In cutting the field to seven, we were left with four beach communities and three older downtowns, all of which were initially developed prior to the postwar suburban era. Unfortunately, one consequence of this analysis was that many areas with ethnic and income diversity, especially those in inland cities, were dropped. In general, these populations are located in strip-commercial areas developed during the suburban era.

In the second round, we used Census Sample Level 3 data to obtain a more fine-grained understanding of demographics, housing, transportation, and economic patterns. In consultation with the COG and the COG’s Livable Communities Working Group, we selected the following three centers for in-depth analysis:

1. Downtown Inglewood, a more traditional “downtown” and also the only center with a large non-white population;
2. Downtown Torrance, which had a large employment base adjacent to a commercial core and a residential area with a variety of housing types; and
3. Riviera Village, located mostly in Redondo Beach but partly in Torrance, which appeared to be the most “neighborhood-oriented” of the four beach communities.

ES-4: Analysis of the Three Mixed-Use Centers

Each of the three study areas reflected a different kind of center with its own lessons for mixed-use development in the South Bay and Southern California. All have roots in Los Angeles’s vast interurban system of the early 20th Century, which was often used to promote real estate development in undeveloped areas, although the actual development of Riviera Village took place much later than the other areas and was never really a “transit village”.

Downtown Inglewood represents what might best be described as an *arterial downtown*. Its focal point is the intersection of two arterial streets, Manchester Boulevard and La Brea Boulevard, which carry considerable through traffic.

Riviera Village represents more of a *classic village*, with a neighborhood-oriented commercial core surrounded by a variety of residential neighborhoods with different densities.

Downtown Torrance represents a classic Los Angeles *planned industrial suburb*, with employment centers, a commercial core, and residential areas all located in close proximity to one another.

For analytical purposes we divided all three centers into an inner area (60 to 100 acres) and an outer area (200 to 600 acres). The inner area included the commercial core; the outer area included a variety of residential and employment areas. For the purposes of the pedestrian study, a strip-oriented "control area" in the vicinity of Pacific Coast Highway and Hawthorne Boulevard was selected.

Demographic Characteristics: Inglewood is mostly African-American; Riviera Village is mostly white; and while Torrance is also mostly white there is a significant Asian and Hispanic population. All have small household sizes (usually 2.0 persons per household and below), although household size in outer Inglewood was 2.6, suggesting the presence of many families.

The population and housing patterns are also different from center to center. In all three cases, the inner boundary – representing a radius of approximately ¼ mile from the centerpoint of the area – is mostly a business and commercial center, but the presence of housing and population varies.

The three centers differ significantly in the more detailed demographic characteristics that were derived from the Census sample data, which is drawn from slightly different boundaries than the study area boundaries. Not surprisingly, Riviera Village is more affluent than the county as a whole, while Inglewood is well below the average and Torrance is fairly close to the average, skewing slightly above it. All three areas are below the county average in using alternative transportation modes to get to work.

Economic Characteristics: Both Inglewood and Torrance have lots of jobs and economic activity in the outer areas – the areas located from ¼ to ½ mile away from the core. As was noted above, in Inglewood this activity is driven largely by the medical sector, especially Daniel Freeman Hospital, whereas in Torrance it is driven mostly by Honda. Riviera Village has no jobs base to speak out in the outer area except from retail and service businesses along Pacific Coast Highway.

Because of their large business bases, Inglewood and Torrance have very large sales volumes in the outer area compared to the inner area. Only Riviera Village, with its strong business base in the core and its residential areas on the outskirts, has more business activity in the inner area than in the outer area.

All three centers have almost a full complement of neighborhood services, especially in the area of personal care shops, medical and dental offices, and restaurants. However, it is clear that in almost all cases these neighborhood businesses depend on a larger market area for survival.

Urban Design Characteristics: Downtown Inglewood comes the closest to being a citywide center due to the government center and transit center. Riviera Village and Torrance are truly “urban villages” in the grid urban fabric of the South Bay. Both of these places have a unique way of distinguishing themselves in terms of identity and use. Downtown Inglewood follows a different model, namely retaining the urban grid and adapting this to create uniqueness and identity.

Riviera Village has the strongest adjoining residential neighborhoods. In Torrance, provision of additional residential uses in the midst of downtown is a valuable addition to build in a market for local goods and services. As a neighborhood center, Riviera Village is not bounded by regional connecting streets and therefore has a better integration with its surrounding residential neighborhoods.

As urban villages, Riviera Village and Old Town, Torrance utilize urban design concepts that focus attention inward and away from the outside landscape. This is very effective to maintaining a sense of identity and place. Downtown Inglewood has a much harder job doing this largely due to its grid character, which is by definition one that expands views and perceptions outward.

Pedestrian Activity : Overall, however, Torrance and Inglewood – the two centers with large employment bases adjacent – have more pedestrian activity on weekdays, whereas Riviera Village – the center surrounded by residential areas – has more pedestrian activity on weekends. The most startling result, however, is the contrast between pedestrian activity in the three centers and pedestrian activity in the control area around PCH and Hawthorne. In the three centers, weekday pedestrian activity was 6 to 12 times greater in the centers than in the control area.

ES-5: Surveys of Travel Behavior

Seeking to learn more about travel behavior directly from these “center users,” we undertook three separate surveys – one each for residents, employees, and visitors – and a series of focus groups (one in each center).

The resident survey and the employee survey were extensive surveys that sought “travel diary” information as well as demographic information about the respondents. The visitor survey was a one-page document with only nine questions so that visitors could fill it out “on the fly” when approached by Solimar’s field survey team. We received almost 700 valid responses on the resident survey, as well as approximately 120 responses for the employee survey and approximately 270 responses for the visitor survey.

Based on this research, we reached six conclusions

- 1. People who live and work near mixed-use centers visit those centers frequently, and they walk more and drive less when they do so.*
- 2. Living near a mixed-use center seems to have little effect on commute mode, although the presence of major employment may make a minor difference.*
- 3. The design and layout of the center may play some role in travel behavior*
- 4. Travel behavior around the centers is extremely sensitive to the presence or absence of certain types of businesses, and trips to the center would increase if certain types of businesses or activities were added.*
- 5. It is unclear what type of transportation alternatives would be attractive to people who live or work near the centers, but this area would benefit from further study.*
- 6. If properly designed and managed, mixed-use centers may reduce overall vehicle trips.*

ES-6: Conclusions

Four Major Conclusions

Based on all of the research, including the surveys of residents, employees, and visitors, we can state the following conclusions with some confidence:

- 1. People who live or work near a mixed-use center will travel to that center more frequently.*
- 2. People who live or work near a mixed-use center are more likely to walk to the center rather than drive.*
- 3. People who live near mixed-use centers are likely to take fewer trips overall and fewer auto trips in particular.*
- 4. The centers appear to have more potential to minimize traffic on non-work trips than on commuting trips.*

These conclusions suggest that more housing (and, indeed, more jobs) could be added to mixed-use centers in the South Bay in a way that might create less overall travel demand – and therefore less travel impact – than if that housing were added in other locations.

It is important not to overstate this conclusion. Based on current travel behavior, it is unlikely that adding more housing in mixed-use centers would lessen rush-hour auto commuting, either on the arterial highways or on the freeways. Furthermore, these results would suggest that concentrating housing in the centers would not decrease traffic in those centers; obvious, traffic would increase over current levels.

But it seems very likely that adding more housing to mixed-use centers would decrease overall travel than if that housing were located elsewhere, and would decrease auto traffic associated with off-work personal trips. It also seems likely that adding more jobs to the mixed-use centers would decrease auto trips during the workday for meals and personal errands than would be the case if those jobs were located far from these centers.

However, our research also suggests that simply adding new housing (or new jobs) in a concentrate fashion will not create the desired outcome unless other factors are taken into account. Simply put, if the South Bay cities are going to absorb more housing and more jobs in older arterial strip areas and shopping centers, they must pay attention to three other factors in making those centers work:

1. The physical design of the centers.
2. The mix of businesses and activities within the center.
3. Neighborhood-level transportation alternatives to driving and walking.

MEMO

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Joseph Carreras, Lead Planner

RE: Review of SCAG's Regional Housing Needs Assessment (RHNA)
Responsibilities and Schedule

Summary:

SCAG's focus will be to develop a policy rather than a statistically based RHNA that emphasizes the use of improved growth data locally to help subregions and communities "house their own", and identify priority investment zones where incentives may be targeted to encourage additional housing development

Councils of Government (COGs) have a set of new statutory obligations to prepare regional housing needs assessments (RHNA), as part of the local housing element statutory update requirement. The COG requirements and milestones for meeting housing need determination requirements are contained in one part of the updated housing element law (AB2158), while the use of RHNA targets are provided in another updated section (AB2358). New housing element reform legislation effects the current process, and there is a great deal of uncertainty about how the RHNA process will be funded as reimbursement from the Local State Mandate Commission for RHNA expenditures is no longer permitted. There is authority to charge fees in order to recover costs.

The State Department of Housing and Community Development (HCD) recently approved SCAG's request to coordinate the next RHNA with its 2007 Regional Transportation Plan forecasting. The July 6 letter is posted on the SCAG website. Key milestones and dates are:

- Duration of housing elements in the SCAG region will be 6 years;
- Consultation on the regions' share of statewide housing need starts 11-1-05.
- Determination of region's housing share occurs by 5-1-06.
- Final determination of local housing allocation shares occurs by 7-1-07.
- Adopted housing elements due by 7-1-08.

For more information, please go to:

www.scag.ca.gov/downloads/home/HCDRHNA_070705ltr.pdf.

Background:

AB 2158 Lowenthal (Ch. 696, Stats. of 2004) Housing Element

This 2004 law revises the process for determining regional housing needs. It includes criteria for councils of governments to use in establishing their methodology for calculating local housing shares, specifies means of adjusting regional housing need numbers, and provides for sharing of

housing allocations between jurisdictions. It amends (Government Code) Sections 65582 and 65584 and adds Gov. code Sections 65584.01, 65584.02, 65584.03, 65584.04, 65584.05, 65584.06, and 65584.07.

AB 2348 Mullin (Ch. 724, Stats. of 2004) Housing Element

This 2004 law amends the criteria for preparing the inventory of available housing sites to meet RHNA goals identified in the local housing element, and provides greater residential development certainty. AB 2348 also expands relocation assistance available to persons displaced from sites identified for substantial rehabilitation. It amends Gov. Code Sections 65583, 65583.1, 65589.5, and 65915 and adds Gov. Code Section 65583.2.

The new law requires:

1. A parcel-specific land inventory;
2. A land inventory analysis that identifies the capacity of each site to meet the housing need;
3. An adequate sites analysis to determine whether the inventory has identified sufficient sites to accommodate RHNA goals in total and by income group.

Newly issued HCD guidance on implementing AB 2348 land inventory requirements for addressing RHNA goals, including Housing Element Default densities by Jurisdiction are available on the State HCD website.

<http://housing.hcd.ca.gov/hpd/hrc/plan/he/ab2348stat04ch724.pdf>

The statewide working group that negotiated the provisions contained in both of these new housing laws included the League of Cities, planners, developers and others, including SCAG representatives. Staff has prepared a presentation on major features of these new laws and their potential impact on the RHNA process:

http://api.ucla.edu/rhna/Regionaltrendsdevelopment/SBC_New_Housing_Laws_files/frame.htm.

MEMO

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Joseph Carreras, Lead Planner, (213) 236-1856, Carreras@scag.ca.gov

SUBJECT: Report on the HUD 2005 Southern California Housing Summit: Removing Barriers to Affordable Housing

SUMMARY:

At the last meeting staff informed the Committee of this HUD Housing Summit. U.S. Deputy Secretary of Housing and Urban Development Roy Bernardi and state and local officials addressed community leaders and developers about the lack of housing affordability and availability in Southern California, which pushes home ownership further out of reach for families across the region. California is home to the top ten least affordable housing regions in the nation. Mr. Bernardi, along with California Department of Housing and Community Director Lucetta Dunn and other distinguished speakers, emphasized streamlining the regulatory process as a means to remove barriers to affordable housing.

Mark Pisano, Executive Director of the Southern California Association of Governments (SCAG), established a global and regional context for the discussion. Mr. Pisano stated housing affordability and availability must be addressed in a global manner than integrates the realities of Southern California's economic future. With the population expansion of at least six million in the next 20 years and projected growth in the movement of goods projected over the next 20 years, Southern California has a unique opportunity to plan for the region's provision of affordable, available housing. Mr. Pisano discussed how the emergence of the logistics industry provides a new employment base that bolsters the region's middle class and could make housing more affordable by raising overall income levels when combined with SCAG's Compass 2% Strategy initiative.

He called on the Deputy Secretary of HUD and the Director of HCD to bring forth new housing policy on the national and state levels that integrates the economic realities and land use opportunities for housing production.

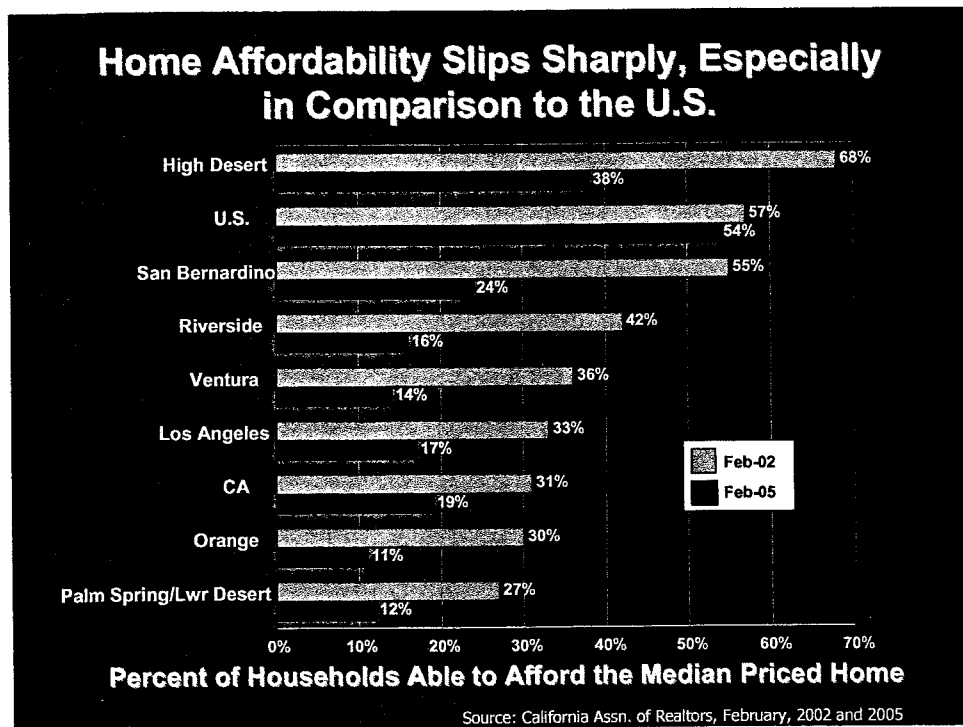
BACKGROUND:

About 500 people attended the Summit, which was held at the Ontario Convention Center, Ontario, CA. Other speakers and panelists at the 2005 Housing Summit at the Ontario Convention Center included:

- Hon. Gary Miller, U.S. Housing Representative (emcee)
- Hon. Gary Ovitt, San Bernardino County 4th District Supervisor and SCAG Second Vice President
- John Young, Second Vice President, Building Industry Association of Southern California
- Richard Lambros, CEO, Building Industry Association of Southern California
- Bryant Applegate, U.S. Housing and Urban Development Senior Counsel
- Chris McKenzie, Executive Director, The League of California Cities
- John Shirey, Executive Director, L.A. Community Redevelopment Association
- Randall Lewis, Executive Vice President/Director of Marketing, Lewis Operating Corporation

Removing Barriers to Affordable Housing

*The regional median home price is approaching \$500,000,
while the median income is \$55,000.*



It's no secret that the American Dream of owning a home is out of reach for most California residents. As it stands now, the Golden State is home to the 10 least-affordable housing markets in the U.S.

While homeownership rates throughout the nation are at their highest levels, California's rate is the second worst in the nation at 58.9%, compared to the national average rate of 68.3%. In fact, if California wanted to raise its homeownership rate to the national average, we would have to build 1.3 million new homes, townhomes and condominiums.

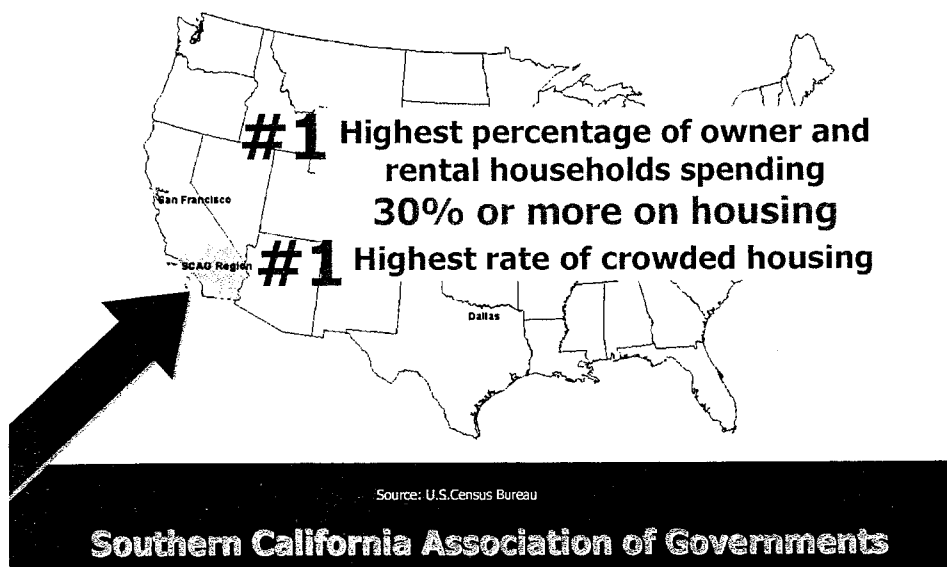
Unfortunately, each year we fall further and further behind.

California's population grows by about 600,000 people each year. The California Department of Finance estimates we need to build 250,000 new homes each year to meet this demand. In 2004, we yielded the highest production in 15 years – about 212,000 homes, still nearly 40,000 homes short of demand.

The American Dream has become a distant mirage for too many Californians. As a result, the Golden State is facing a dire housing affordability crisis. The federal government can help alleviate Southern California's housing crunch by addressing the following items:

Federal Housing Issues Facing Southern California

Of Nine Largest Metros...



- **Direct a HUD program and resource linkage with DOT – Critical to support more housing developments near transportation**
Tie HUD and Department of Transportation programs and resources together to support development near transportation infrastructure and services – foster and support coordination of land use policies with DOT investments, especially near transit, e.g. Urban and Transit Villages. More help is needed to promote shorter commutes, encourage urban home buying, increase affordable multi-family development and prevent sprawl. Base forecast of need on a 20 year inventory.
- **Maintain and expand resources to local government**
Promote HUD housing voucher assistance to localities and increase capital subsidy programs (HOME) – Save the Community Development Block Grant program. Support a National Housing Trust Fund so dedicated resources are available to States and localities.
- **Promote Tax Credit approach to assist projects and low income households**
Expand New Market Tax Credit program, Low Income Housing Tax Credit program and establish an Earned Income tax credit program for assisting low-income households. Federal Low Income Housing Tax Credit Projects alone accounted for nearly 1/3 of all multifamily housing constructed in Southern California since 1998.

- **HUD support needed to help Homeless**
Los Angeles County has an estimated 90,000 homeless, the highest in the nation.
- **Funding formulas and eligibility limits need to be adjusted for high cost housing areas – Need to Promote More Homeownership and Workforce housing in CA**
Whether it is calculating public housing operating subsidies or FHA loan limits, more help is needed here. More home ownership and workforce housing program support are needed. Current program and loan limits are too low in high cost metro areas.
- **Improve oversight of FannieMae and FreddyMac so that more resources are provided for affordable and workforce housing**
GSE need to do more to help relieve the availability and affordability problems facing higher cost metro areas. Median home prices in Southern California approach \$500,000, while median household income is just over \$50,000.
- **Promote reduction of excessive fees and regulatory barriers to housing development through incentives**
The following are typical barriers to affordable housing:
 - Excessive parking requirements
 - Local government's use of fees to fund infrastructure
 - Legal liability for condominium construction defects
 - Private, but not public, enforcement of the state's housing element law that establishes fair-share goals for affordable housing for each local government
 - Lack of certainty in the development review process
- **Promote Section 8 (20 years old) and early Low Income Housing Tax Credit project (15 years old) preservation to prevent the loss of the older affordable housing stock**
This is a critical statewide and regional issue. More than 70,000 affordable housing units are at-risk in California, mostly in southern California. Replacement of this housing would be astronomical in cost. More needs to be done to support preservation of this stock by HUD.

State Issues Affecting Housing Production in California

Now is the time to implement reforms to solve the state's housing woes. Common-sense reforms to restore the American Dream include:

- Reducing fees and reforming regulations that drive up housing costs;
- Fixing well-intended but broken environmental laws;
- Allocating state resources to build new roads and other needed infrastructure instead of putting the entire burden on new-home buyers;
- Working with cities, counties and the state to increase the supply of land on which quality housing projects can be built; and
- Continuing to reform liability laws to encourage the construction of affordable condominiums, making it possible for more Californians to buy their first home.

MEMO

DATE: October 10, 2005

TO: The Community Economic and Human Development Committee (CEHD)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State Legislature End of Session Update

SUMMARY:

The State Legislature adjourned on September 9th and will not reconvene until Wednesday, January 4, 2005. SCAG and other organizations made concerted efforts throughout the 2005 session to influence the enactment of new laws or the amendment of existing laws in the areas of housing and land use. While some reforms did not advance due to a lack of consensus or time, others made slow, steady progress toward passage. The issue of eminent domain also made a surprising legislative appearance following the Kelo v. City of New London Supreme Court decision. Proposed legislation to restrict the use of eminent domain did not advance in the face of cities' opposition and for lack of bipartisan support.

BACKGROUND:

Housing and Land Use Reform

SCAG has participated in the Housing Element Working Group (HEWG) since its inception and continued to do so in 2005. Discussions were conducted over many months with representatives of the building industry in an effort to identify changes to the housing approval process and new sources of funding that cities need to pay for local services and infrastructure. These reform discussions are still ongoing, and will continue throughout the fall and into next year.

One housing measure supported by SCAG was enacted. SB 575 (Torlakson) amends the Planning and Zoning Law to restrict the conditions under which an affordable housing projects can be disapproved. Courts may impose fines for actions in bad faith.

Related to the subject of housing reform was the Administration's decision to allocate \$5 million in State Planning and Research (SP&R) funds to regional blueprint planning and reimbursement for work on the Regional Housing Needs Assessment. Although the Governor ultimately line item vetoed the use of SP&R funds for non-transportation related purposes, namely the RHNA reimbursement, an administrative solution is expected that will assist SCAG and ABAG in the performance of the RHNA. Workshops are currently underway to clarify the application process for regional blueprint planning grants, and SCAG has been attending them in anticipation of submitting an application.

Eminent Domain

In late June, the United States Supreme Court decided in Kelo vs. City of New London that the city could use eminent domain to take privately owned homes for the development of a privately



owned business complex. The decision stirred legislatures across the country, including the California State Legislature. Senator Tom McClintock (R-Thousand Oaks) and Assemblymember Dough La Malfa (R-Richvale) introduced SCA 15 and ACA 22 respectively to prohibit the use of eminent domain to acquire any property not thereafter owned and occupied by a government agency. The twin measures were vigorously opposed by the League of California Cities and did not advance in light of that opposition and in the face of waning bipartisan support. Senator McClintock may attempt to qualify SCA 15 as an initiative measure in 2006.

Two virtually identical measures, AB 1162 (Mullin) and SB 1026 (Kehoe), would have imposed a two-year moratorium on the use of eminent domain for owner-occupied housing, during which time the state would undertake a study of how eminent domain was applied in California. The measures appeared to gain momentum during the final days of the Session, but eventually stalled.

CP#113889

Private file: EconomicDevelopment

CA AB 402	AUTHOR: Dymally (D) TITLE: Borders: Mexico FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/15/2005 LAST AMEND: 05/02/2005 DISPOSITION: Pending LOCATION: Senate Government Modernization, Efficiency and Accountability Committee SUMMARY: Relates to existing law the establishes in state government an Office of California-Mexico Affairs and requires the Governor to appoint a director of the office and members to committees that may be established by the office. Clarifies that among th committees the office may establish is a committee, made up of members who do not serve on the commission, for the purpose of advising the office on issues facing groups who are migrating,or have recently migrated, to the state from Mexico. STATUS: 05/26/2005 To SENATE Committee on GOVERNMENT MODERNIZATION, EFFICIENCY & ACCOUNTABILITY. Subject: EconDevel
CA AB 623	AUTHOR: Gordon (D) TITLE: Redevelopment: Los Angeles Air Force Base INTRODUCED: 02/17/2005 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY: Authorizes the legislative bodies of communities located in Los Angeles County to adopt ordinances to expend their tax-increment moneys outside of their territorial jurisdiction to implement the Los Angeles Air Force Base Retention Program through the formation of a separate joint powers entity, as specified. STATUS: 03/17/2005 To ASSEMBLY Committee on LOCAL GOVERNMENT. Subject: EconDevel
CA AB 732	AUTHOR: Leslie (R) TITLE: Economic Development: Neighborhoods INTRODUCED: 02/17/2005 DISPOSITION: Pending LOCATION: Assembly Jobs, Economic Development and The Economy Committee SUMMARY: Enacts the Neighborhood Initiative that would require the Governor to designate an agency that would designate, and annually recertify, 25 renewal communities within the state, subject to specified criteria, to be linked with available federal funding, public or private resources, and specified state resources. STATUS: 03/30/2005 To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY. Subject: EconDevel
CA AB 1395	AUTHOR: Nunez (D) TITLE: California-Mexico Relations FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 06/01/2005 DISPOSITION: To Governor LOCATION: Enrolled SUMMARY: Requires the Secretary of Environmental Protection and the Secretary of Business, Transportation and Housing to develop a comprehensive, multidisciplinary strategic plan, to coordinate an interagency California-Mexico Relations Ten Year Plan, and to make recommendations on an appropriate governance structure.

	STATUS: 09/08/2005 Subject:	Enrolled. EconDevel
CA AB 1562	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Assembly Jobs, Economic Development and The Economy Committee International Trade yes no 02/22/2005 04/25/2005 Pending Assembly Appropriations Committee Requires the Business, Transportation and Housing Agency to be responsible for coordinating and conducting international trade and investment programs and activities in the state. Sets forth its duties in that regard.
	STATUS: 05/25/2005 Subject:	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. EconDevel, Transport
CA SB 6	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Ducheny (D) Enterprise Zones: Designation Period yes yes 12/06/2004 03/07/2005 Pending Senate Revenue and Taxation Committee Relates to the Enterprise Zone Act designations by the Department of Housing and Community Development. Specifies that the designation period of any enterprise zone may total 20 years, subject to certain conditions.
	STATUS: 04/27/2005 Subject:	In SENATE Committee on REVENUE AND TAXATION: To Suspense File. EconDevel
CA SB 58	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Murray (D) Taxes: Credits: Qualified Motion Picture Production yes no 01/12/2005 04/18/2005 Pending Senate Revenue and Taxation Committee Authorizes a credit against the Personal Income Tax and the Corporation Tax for taxable years beginning on or after January 1, 2005, equal to 15% of the qualified amount for qualified wages paid or incurred in the production of each qualified motion picture. Allows a refund of, or credit against liability for taxes paid or payable under the Sales and Use Tax Law. Imposes specified duties on the California Film Commission and the Franchise Tax Board in administering the credits.
	STATUS: 06/08/2005 Subject:	In SENATE Committee on REVENUE AND TAXATION: To Suspense File. EconDevel

Private file: Housing

CA AB 14	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION:	Harman (R) Property Tax: Subdivisions: Assessments and Valuations no no 12/06/2004 08/22/2005 To Governor
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065

LOCATION: To Governor**SUMMARY:**

Prohibits an assessor from assigning parcel numbers or preparing a separate assessment or separate valuation to divide any existing residential structure into a subdivision until a subdivision final map or parcel map has been recorded as required by law.

STATUS:

09/06/2005

*****To GOVERNOR.

Subject:

Housing

CA AB 350

AUTHOR:

Matthews (D)

TITLE:

Jobs-Housing Opportunity Zones

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/10/2005

LAST AMEND:

07/07/2005

DISPOSITION:

Pending

LOCATION:

Senate Local Government Committee

SUMMARY:

Authorizes counties and cities to create infrastructure financing districts in jobs-housing opportunity zones for the purpose of adopting an infrastructure financing plan to finance public capital facilities for the purpose of mitigating current and future imbalances of jobs and housing in the Counties of Alameda, Contra Costa, Santa Clara, San Joaquin, and Stanislaus. Requires approval of the district by the district's landowners or voters and of the bonds to be issued by the district.

STATUS:

07/13/2005

In SENATE Committee on LOCAL GOVERNMENT: Not heard.

Subject:

Housing

CA AB 549

AUTHOR:

Salinas (D)

TITLE:

Affordable Housing

INTRODUCED:

02/16/2005

DISPOSITION:

Pending

LOCATION:

Assembly Local Government Committee

SUMMARY:

Establishes a pilot program as an alternative means of determining whether a housing element substantially complies with affordable housing provisions by establishing an affordable housing requirement if specified conditions are met by a city or county. Requires a city and county that adopts an alternative production-based certification of its housing element to submit a certification of compliance within 10 days of the adoption of the final draft.

STATUS:

03/03/2005

To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

Subject:

Housing

CA AB 619

AUTHOR:

Leslie (R)

TITLE:

Common Interest Developments: Assessments

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2005

LAST AMEND:

07/11/2005

DISPOSITION:

Pending

LOCATION:

Senate Inactive File

SUMMARY:

Gives an owner, for liens records on or after a specified date, the right to require a meeting with the board of directors of the association to dispute the debt. Requires the board to meet with the owner. Requires the notice of delinquent assessment to include a payment plan request form for the owner to request a payment plan. Requires the association to provide the owner with the standards for payment plans and to offer a payment plan. Requires a default notice to be served according to certain methods.

STATUS:

09/07/2005

In SENATE. To Inactive File.

Subject:

Housing

CA AB 1233

AUTHOR:

Jones (D)

TITLE:

Housing Element: Regional Housing Need

066

FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/31/2005
DISPOSITION: To Governor
LOCATION: Enrolled
SUMMARY:

Requires, for housing elements due on or after a specified date, for purposes of making the assessment and inventory for meeting the locality's share of the regional housing need for the new housing element, cities or counties to zone or rezone adequate sites to accommodate an unaccommodated portion of the regional housing need allocation from the prior planning period if the city or county failed to identify or make available adequate sites to accommodate that portion of the regional housing need.

STATUS:

09/08/2005 Enrolled.
Subject: Housing

CA AB 1259

AUTHOR: Daucher (R)
TITLE: Property Tax Revenue Allocations
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 03/31/2005
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Requires the county auditor to increase the total amount of ad valorem property tax revenue otherwise required to be allocated to a qualified city, qualified county and qualified city and county, by a housing bonus amount. Requires the auditor to commensurately reduce the total amount of ad valorem property tax revenue otherwise required to be allocated to all other local agencies in the county by the countywide housing bonus amount.

STATUS:

04/07/2005 Re-referred to ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.
Subject: Housing, Revenue/Bond

CA AB 1367

AUTHOR: Evans (D)
TITLE: General Plans: Regional Housing Need
INTRODUCED: 02/22/2005
LAST AMEND: 04/11/2005
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Prohibits a state, local or regional agency, or any other governmental entity from enacting regulations applicable to a city or county's fair share of the regional housing need that are contrary to the land use determinations made in compliance with locally adopted land use initiatives.

STATUS:

04/11/2005 To ASSEMBLY Committee on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.
 04/11/2005 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.
 04/11/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
Subject: Housing

CA AB 1390

AUTHOR: Jones (D)
TITLE: Housing
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 06/09/2005
DISPOSITION: To Governor
LOCATION: Enrolled
SUMMARY:

067

STATUS:

CA AB 1461

Requires the Department of Housing and Community Development to determine, and announce in the applicable Notice of Funding Availability, the maximum amounts of community development block grants. Deletes the requirement that 10% of the total amount of funds be awarded to small cities and counties. Requires the department to determine the percentage and maximum amount that would be allocated to small cities and counties.

CA SB 223

Establishes the Job-Center Housing Planning Program to provide loans to cities and counties to adopt specific plans that provide for additional infill housing opportunities. Requires, as a condition of loan eligibility, that a specific plan meet specified criteria, including that it cover an area that is predominantly urbanized and served by public transportation and that it allow for the development of at least 200 new housing units in a nonmetropolitan area or 500 new units in a metropolitan area.

CA SB 253

Amends provisions relating to unlawful detainer actions in instances where the dwelling is deemed substandard and when the dwelling violates specified limits relating to lead hazards. Makes a technical change in the definition of mobilehome residency. Adds lead hazard violations to provisions relating to a receiver containing rental housing and actions of tenants, tenant associations and specified government organizations. Requires a planning report.

STATUS:

09/02/2005 *****To GOVERNOR.
Subject: Housing

CA SB 435

AUTHOR: Hollingsworth (R)
TITLE: Housing: Density Bonuses
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2005
LAST AMEND: 08/18/2005
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Includes within local density bonus eligibility requirements the construction of a mobilehome park that limits residency based on age requirements for housing for older persons and the construction, for the persons and families of moderate income, of a community apartment project and stock cooperative.

STATUS:

09/02/2005 *****To GOVERNOR.
Subject: Housing

CA SB 587

AUTHOR: Battin (R)
TITLE: Housing
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Makes technical, non-substantial changes in findings and declarations regarding the CalHome Program.

STATUS:

03/03/2005 To SENATE Committee on RULES.
Subject: Housing

CA SB 673

AUTHOR: Denham (R)
TITLE: CEQA: Legislative Intent: Housing Projects
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Declares the intent of the Legislature to enact legislation that would revise the requirements of the California Environmental Quality Act governing the environmental review of proposed residential housing projects in urban areas that have demonstrated housing shortages.

STATUS:

03/10/2005 To SENATE Committee on RULES.
Subject: Housing

CA SB 853

AUTHOR: Kehoe (D)
TITLE: Common Interest Developments
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 07/07/2005
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 37
SUMMARY:

Relates to common interest developments. Specifies that the requirement that a decision on a proposed change to the owner's separate interest or to the common area may not violate any governing provision of law is not affected by contrary provisions in the association governing documents. Provides other examples of law that a decision of the association may not violate.

STATUS:

07/07/2005 Signed by GOVERNOR.
 07/07/2005 Chaptered by Secretary of State. Chapter No. 37
Subject: Housing

069

CA SB 1087 **AUTHOR:** Florez (D)
TITLE: Housing Elements: Services
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 09/01/2005
DISPOSITION: To Governor
LOCATION: Enrolled
SUMMARY:
 Requires that the adopted housing element and any amendments be delivered immediately to all public agencies or private entities that provide water or sewer services. Applies these provisions to proposed developments that include housing units affordable to lower income households. States a provider of such services may not deny the approval of an application for service or reduce the amount of services if the development includes such housing. Relates to the Urban Water Management Planning Act projections.
STATUS:
 09/09/2005 Enrolled.
Subject: Housing, LandUse

Private file: LandUse

CA AB 590 **AUTHOR:** Walters (R)
TITLE: Eminent Domain: Private Property
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 09/07/2005
DISPOSITION: Pending
LOCATION: Assembly Housing and Community Development Committee
SUMMARY:
 Relates to the Eminent Domain Law that authorizes public entities to acquire property only for a public use. Provides that public use does not include the taking or damaging of property for private use, including, but not limited to, the condemnation of property for private economic development.
STATUS:
 09/07/2005 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
 09/07/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
Subject: LandUse

CA AB 691 **AUTHOR:** Hancock (D)
TITLE: Transit Village Plans
INTRODUCED: 02/17/2005
LAST AMEND: 05/31/2005
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:
 Authorizes a county or city to declare that a previously adopted specific plan or redevelopment plan that conforms to specified requirements constitutes a village transit plan, after publishing a notice stating the intent to make the declaration, describing the general location of the proposed plan, and stating the time, date and place of the public meeting.
STATUS:
 09/01/2005 *****To GOVERNOR.
Subject: LandUse, Transit

CA AB 712 **AUTHOR:** Canciamilla (D)
TITLE: Land Use: Density
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2005
LAST AMEND: 08/31/2005
DISPOSITION: To Governor
LOCATION: Enrolled

070

SUMMARY:

Relates to residential density. Requires each city or county to ensure that its housing element inventory or its housing element program to make sites available can accommodate its share of the regional housing need throughout the planning period. Defines a lower residential density below which a city or county would be required to make specified written findings. Extends provisions regarding attorney's fees and costs for any related suit.

STATUS:

09/08/2005

Enrolled.

Subject:

Housing, LandUse

CA AB 773

AUTHOR:

Mullin (D)

TITLE:

Housing Development: Project: Local Agencies

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/18/2005

DISPOSITION:

Pending

LOCATION:

Assembly Public Employees, Retirement and Social Security Committee

SUMMARY:

Makes technical and conforming changes to provisions of the Planning and Zoning Law.

STATUS:

04/11/2005

To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

Subject:

Housing

CA AB 921

AUTHOR:

Daucher (R)

TITLE:

Redevelopment

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/18/2005

DISPOSITION:

Pending

LOCATION:

Assembly Housing and Community Development Committee

SUMMARY:

Authorizes a redevelopment agency to amend its redevelopment plan to extend the time limit on the plan's effectiveness for an additional 25 years without making new finding of blight.

STATUS:

03/30/2005

In ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Heard, remains in Committee.

Subject:

LandUse

CA AB 1450

AUTHOR:

Evans (D)

TITLE:

Land Use: Density Bonus

INTRODUCED:

02/22/2005

LAST AMEND:

04/04/2005

DISPOSITION:

Pending

LOCATION:

Assembly Local Government Committee

SUMMARY:

Requires units targeted for moderate income households to be affordable at a rent that does not exceed 30% of 120% of the medium income. Provides that when a unit targeted for moderate income households is sold, the act would require the local government to either require restrictions and conditions on the resale to ensure the continued affordability to and occupancy by households of moderate income for at least 30 years or permit the seller certain options.

STATUS:

04/04/2005

From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.

04/04/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

Subject:

Housing, LandUse

CA ACA 22

AUTHOR:

La Malfa (R)

TITLE:

Eminent Domain: Condemnation Proceedings

INTRODUCED:

07/13/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Amends provisions of the Constitution that authorize governmental entities to take or damage

private property for public use that when just compensation has first been paid to the owner add a condition that private property may be taken or damaged when eminent domain proceedings only for a stated public use. Requires that the property be owned and occupied by the condemnor. Provides that if the property ceases to be used for the stated public use, the former owner has the right to reacquire the property.

STATUS:

07/13/2005

INTRODUCED.

Subject:

LandUse

CA SB 44

AUTHOR:

Kehoe (D)

TITLE:

General Plans: Air Quality Element

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/04/2005

LAST AMEND:

05/17/2005

DISPOSITION:

Pending

LOCATION:

Assembly Unfinished Business

SUMMARY:

Requires the legislative body of each city and county located in specified areas to either adopt an air quality element as part of its general plan or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing elements that occurs after a specified date. Requires cities and counties to comply by a certain date.

STATUS:

09/08/2005

In ASSEMBLY. Read third time. Failed to pass ASSEMBLY.

09/08/2005

In ASSEMBLY. Motion to reconsider.

Subject:

AirQuality, LandUse

CA SB 326

AUTHOR:

Dunn (D)

TITLE:

Land Use: Housing Elements

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/16/2005

LAST AMEND:

08/15/2005

DISPOSITION:

To Governor

LOCATION:

To Governor

SUMMARY:

Relates to requirements that a multifamily residential housing project to be a permitted use, not subject to a condition use permit, on any parcel zoned for multifamily housing if a certain percentage of units are available as affordable housing to very low income, lower income and moderate income households. Makes these provisions applicable to all cities and counties, including charter cities.

STATUS:

09/01/2005

*****To GOVERNOR.

Subject:

Housing, LandUse

CA SB 409

AUTHOR:

Kehoe (D)

TITLE:

General Plans: Air Quality Element

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2005

LAST AMEND:

05/11/2005

DISPOSITION:

Pending

LOCATION:

Assembly Water, Parks and Wildlife Committee

SUMMARY:

Requires the water supply portion of the conservation element of a city or county's long-term general plan to be prepared, adopted and correlated with the land use element no later than one year from the date specified for the next revisions of the housing element that occurs after a specified date.

STATUS:

06/28/2005

In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Failed passage.

06/28/2005

In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Reconsideration granted.

Subject:		AirQuality, LandUse
CA SB 521	AUTHOR:	Torlakson (D)
	TITLE:	Local Planning: Transit Village Plans
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2005
	LAST AMEND:	09/02/2005
	DISPOSITION:	Pending
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	Requires a transit village plan to include a transit station and a parcel, at least 1/2 of which is with no more than 1/4 mile of the exterior boundary of the parcel on which the transit station is located or parcels located in an area equal to the area encompassed by a 1/4 mile radius from the exterior boundary of the parcel on which the station is located. Defines blight under the Community Redevelopment Law to include the lack of high density development within a transit village development district.
	STATUS:	
	09/02/2005	From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
	09/02/2005	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
	Position:	NARC-Sup 06/02/2005
	Subject:	Housing, Transit
CA SB 575	AUTHOR:	Torlakson (D)
	TITLE:	Housing Development Projects
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2005
	LAST AMEND:	08/18/2005
	DISPOSITION:	To Governor
	LOCATION:	To Governor
	SUMMARY:	Amends Planning and Zoning Law provisions relating to approval or disapproval of projects for farmworker housing, very low, low-, or moderate-income households. Revises conditions regarding disapproval or a conditional approval of a housing development project. Authorizes an applicant for a project or a person who would be eligible to apply for residency to bring an action in court. Authorizes the court to vacate the decision, deem the application complete, and impose fines upon determination of bad faith.
	STATUS:	
	09/02/2005	*****To GOVERNOR.
	Position:	SCAG-Sup 06/02/2005
	Subject:	Housing, LandUse
CA SB 832	AUTHOR:	Perata (D)
	TITLE:	CEQA: Infill Development
	INTRODUCED:	02/22/2005
	LAST AMEND:	05/04/2005
	DISPOSITION:	Pending
	LOCATION:	Assembly Inactive File
	SUMMARY:	Relates to infill development under the California Environmental Quality Act. Provides an alternative to infill criteria if the site is located in a city with a population of more than 200,000 persons, the site is not more than 10 acres, and the project does not have less than 200 or more than 300 residential units, as adopted by a resolution of the city council.
	STATUS:	
	08/31/2005	In ASSEMBLY. To Inactive File.
	Position:	SCAG-Sup 06/02/2005
	Subject:	Housing, LandUse
CA SB 927	AUTHOR:	Lowenthal (D)
	TITLE:	General Plans: Transportation Elements
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending

SUMMARY:

Renames the circulation element the transportation element and make other technical and conforming changes. Requires a general plan to include a statement of development policies and, among other elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

STATUS:

05/16/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Subject: LandUse, Transport

CA SB 948

AUTHOR: Murray (D)

TITLE: Environmental Impact Reports

INTRODUCED: 02/22/2005

DISPOSITION: Pending

LOCATION: Senate Environmental Quality Committee

SUMMARY:

Requires a lead agency to prepare a short form environmental impact report for a project subject to California Environmental Quality Act if the lead agency has determined that the project meets specified criteria, including that the project consists of a residential development combined with one or more qualified urban uses, as defined, is located within the boundaries of an incorporated city or within an unincorporated area designated in an approval local general plan for residential development.

STATUS:

03/17/2005 To SENATE Committee on ENVIRONMENTAL QUALITY.

Subject: Housing, Land Use

CA SB 968

AUTHOR: Torlakson (D)

TITLE: Land Use Planning: General Plans

FISCAL COMMITTEE: no

URGENCY CLAUSE: no

INTRODUCED: 02/22/2005

LAST AMEND: 05/05/2005

DISPOSITION: Pending

LOCATION: Assembly Local Government Committee

SUMMARY:

Relates to the Planning and Zoning Law that requires each city, county or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a circulation consisting of general location and extent of existing and proposed major thoroughfares, transportation routes, terminals any military airport and port and other public utilities and facilities. Renames the circulation element the transportation element.

STATUS:

06/02/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Subject: Housing, LandUse

CA SCA 15

AUTHOR: McClintock (R)

TITLE: Eminent Domain: Condemnation Proceedings

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 07/13/2005

LAST AMEND: 08/23/2005

DISPOSITION: Pending

LOCATION: Pending
Senate Judiciary Committee

SUMMARY:

Amends provisions of the Constitution authorizing governmental entities to take or damage private property for public use. Provides that private property may be taken or damaged only for a stated public use. Also requires the property to be owned and occupied by the condemnor and used only for the stated purpose. Provides that if the property ceases to be used for the stated public use, the former owner has the right to reacquire the property. Requires a county assessor to appraise the reacquired property.

STATUS:

08/30/2005 In SENATE Committee on JUDICIARY: Failed passage.

08/30/2005

Subject:

In SENATE Committee on JUDICIARY: Reconsideration granted.
LandUse

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MEMO

DATE: October 10, 2005

TO: Community, Economic and Human Development Committee

FROM: Ping Chang, Senior Regional Planner, Data and Monitoring Division
(213) 236-1839, chang@scag.ca.gov

SUBJECT: Draft Findings of the 2005 State of the Region Report

SUMMARY:

Staff will present draft findings of the upcoming *2005 State of the Region Report* which is scheduled to be published in January 2006.

BACKGROUND:

Since 1998, SCAG has published a *State of the Region* report every year. Staff has prepared the report under the guidance of the Benchmarks Task Force. The list of current membership of the Benchmarks Task Force is included in Attachment 1. In addition, the process for last year's *2004 State of the Region* is also included in Attachment 2 for your information since this year is following a similar process.

The *State of the Region* reports annually on a series of indicators about our region's performance. A primary objective is to assist members of the Regional Council as they determine how the region is doing in meeting the goals in the *Regional Comprehensive Plan and Guide*. Information on the region's performance has also been widely disseminated to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.

The upcoming *2005 State of the Region Report* will provide an assessment on how our six-county region performs on issue areas including Population, Economy, Housing, Transportation, Environment, Education and Safety. The Report also compares the performance of our region with other large metropolitan regions in the nation. Based on the information prepared by staff, the Benchmarks Task Force also develops a Report Card for our region.

At the meeting, staff will present to the Committee highlights of the upcoming *2005 State of the Region Report*.

Summary of draft findings of the *2005 State of the Region Report* includes the following:

1. Population

- In 2004, the region continued to grow faster than the rest of the state and the nation. Population increase of 284,000 people in the region accounted for over 10 percent of the total growth in the nation.
- Riverside County continued to have the fastest growth rate within the state in 2004 while Los Angeles County had the largest increase in absolute numbers.
- About 49 percent of the growth was due to natural increase (i.e. births over deaths), 40 percent was from foreign immigration and 11 percent from net domestic migration. Different sources of growth contributed very differently among counties in the region.
- Among the total population, there has been a declining share of the new immigrants (arrived within the last 10 years), a growing share of the settled immigrants (arrived more than 10 years ago) and the immigrants' second generation.

2. The Economy

- In 2004, the region's job market showed broad-based improvements from the previous year. Total payroll jobs increased 90,000 jobs (1.3 percent) in 2004 after gaining only 22,000 (0.3 percent) in 2003.
- The economic recovery was supported by:
 - the significant increase in residential construction and investment activities, and
 - continuing increase in real consumer spending fueled by the significant increase in home equity due to the surge in housing prices.
- Construction was the leading generator of new jobs in 2004 followed by Leisure and Hospitality, Professional Services and Financial Activities sectors. Job losses in manufacturing in 2004 were much less severe than that in the previous year.
- Unemployment rate in the region, though declined from 6.2 to 6.0 percent between 2003 and 2004, continued to be higher than the national average at 5.5 percent.
- Real average payroll per job (after adjusting for inflation) increased slightly (0.9 percent) in 2003 following the 0.8 percent decline in 2002.
- Real per capita income is estimated to increase close to 2 percent in 2004, the first gain since 2000. Between 2000 and 2003, real per capita income in the SCAG region improved from 82.6% to 85.4% when comparing with the average of the 17 largest metropolitan regions in the nation.
- Real median household income in the region increased by 2.6 percent in 2004, also the first gain since 2000.
- More than 14 percent of residents were in poverty in 2004, little change from 2000.

3. Housing

- In 2004, the region achieved the largest number of building permits (93,000 units) as well as the largest increase (15,000 units) from the previous year since 1989.
- The ratio between population increase and new housing units with building permits was 3.0 in 2004, the lowest since 1995.

- Homeownership rate (57 percent) increased by almost 3 percent since 2000, but continued to be well below the national average (67 percent) and that of the other largest metropolitan regions.
- Sharp increases in home prices significantly outpaced the growth in household income and made housing much less affordable.
- Rental cost burden increased with 54 percent of all renters paying 30 percent or more of their incomes, an increase of 5 percent since 2000.

4. Transportation

- The SCAG region continued to be the most congested region in the nation in 2004.
- The total numbers of highway fatalities in 2004 remained almost the same as in 2003 while the rest of the state decreased by 5 percent.
- Average travel time to work increased slightly from 28.1 to 28.8 minutes between 2003 and 2004.
- Carpool share of work trips decreased from 13 to 11.4 percent between 2003 and 2004.
- Due to the MTA labor union strike in late 2003, total transit annual boardings during FY 2004 (from July 2003 to June 2004) in the region declined by about 2 percent. However, during FY 2005, MTA more than recovered the losses in the previous fiscal year.
- Air passengers increased by 7.2 million (9 percent) from 2003 to 2004 after losing 10 million from 2000 to 2003.

5. The Environment

- Ozone conditions improved significantly in 2004 partly due to milder weather. In particular, the number of days exceeding the Federal 1-hour standard decreased from 68 days in 2003 to 28 days in 2004. The number of days for health advisory in the South Coast Air Basin also dropped from 36 to 4 days during the same period.
- Between 2003 and 2004, the annual average concentration of PM₁₀ continued to exceed the federal standard. In addition, the number of days exceeding the federal 24-hour PM₁₀ standards also decreased in all three non-attainment basins (South Coast, Salton Sea and Mojave Desert) in the region.
- PM_{2.5} exceedance continued but with reduced annual average concentration level.
- CO continued to meet federal attainment standards.

6. Education

- Student test scores for 8th grade continued to perform below the national median except for Orange and Ventura counties. Nevertheless, from 2003 to 2004, there were slight improvements in math test scores throughout the region
- High school dropout rate decreased in Imperial, Orange and Riverside counties but has been increasing in San Bernardino County since 2000.
- Between 2000 and 2004, there were noticeable improvements in educational attainment. During this period, the percentage of adults with at least a high school degree increased from 74 to 77 percent while the percentage of adults with at least a bachelor's degree increased from 25 to 27 percent.
- Persistent racial/ethnic disparity in educational performance.

7. Safety

- Violent crime rates continued to decline by 10 percent from 2003 to 2004 with the most significant improvements in Imperial and Riverside counties.
- Juvenile felony arrest rates increased by 2 percent from 2003 to 2004, in contrast to the trend of continuous decline between 1990 and 2003.
- Hate crime activities at lowest level since 2001.

ATTACHMENT 1

Benchmarks Task Force Membership

Hon. Ronald O. Loveridge, Mayor, City of Riverside, Task Force Chair
Hon. Debbie Cook, Councilmember, City of Huntington Beach, Task Force Vice Chair
Hon. Paul Bowlen, Councilmember, City of Cerritos
Hon. Mona Field, Board of Trustees, Los Angeles Community College District
Hon. Paul Nowatka, Councilmember, City of Torrance
Hon. Pam O'Connor, Councilmember, City of Santa Monica
Hon. Bev Perry, City Clerk, City of Brea
Hon. Toni Young, Councilmember, City of Port Hueneme
Rick Bishop, Western Riverside Council of Governments
Kimberly Collins, San Diego State University (Imperial Valley Campus)
Fernando Guerra, Loyola Marymount University
Lee Hanson, California State University, San Bernardino
Dean Kubani, City of Santa Monica Environmental and Public Works
Jerilyn Lopez Mendoza, Environmental Defense
Dowell Myers, University of Southern California
Paul Ong, University of California, Los Angeles
Todd D. Priest, Building Industry Association of Southern California
Anil Puri, California State University, Fullerton
Ty Schuiling, San Bernardino Associated Governments
Arthur J. Shaw, Consulting Economist
Arnold Sherwood, University of California, Berkeley
Jim Stewart, Southern California Council on Environment and Development
Goetz Wolff, Center for Regional Employment Strategies and UCLA

ATTACHMENT 2

The State of the Region 2004 Program A Brief Description of the Objectives and Process

Objectives

1. Tracking and assessing the performance of Southern California in comparison to other metropolitan regions in the nation.
2. Disseminating information on the region's performance to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.
3. Informing and educating community residents on how our region is performing.

Targeted Audiences

1. Elected officials at local, state and federal levels.
2. Business and community leaders.
3. Key agency staff including local government planning directors.
4. Community groups and residents.

Implementation

1. With the guidance of a Benchmarks Task Force, which consists of elected officials and issue expert representatives in the region, SCAG staff collected and analyzed information regarding the performance of the region. Regional performance was assessed with respect to issues including demography, economy, housing, transportation, environment, education and public safety. A Report titled "*The State of the Region 2004*" was then prepared and released on February 3, 2005.
2. A total of 1,000 copies of *The State of the Region 2004* and 2,500 copies of the *Report Cards* have been mailed to many interested parties, including, for example:
 - SCAG Regional Council and Policy Committee members including more than 100 elected officials;
 - Chief County and City Administrators of 193 local governments in the region;
 - local government planning directors;
 - members of the state and congressional delegations; and
 - regional public libraries.
3. The full Report has been posted on the SCAG's home page (www.scag.ca.gov) since February 3, 2005 and has been downloaded more than 45,000 times.

MEMO

4. The press conference to release *The State of the Region 2004* on February 3, 2005 received very prominent media coverage throughout Southern California. Report coverage included 26 newspapers (including outside of the region), 7 TV stations and 4 radio stations. Specifically, newspaper coverage included the following:
 - Los Angeles Daily News
 - Orange County Register
 - Riverside Press Enterprise
 - San Bernardino County Sun
 - Inland Valley Daily Bulletin
 - Antelope Valley Press
 - Los Angeles Business Journal
 - Long Beach Press Telegram
 - North County Times
 - Pasadena Star News
 - San Gabriel Valley Tribune
 - Santa Monica Daily Press
 - South Bay Daily Breeze
 - Whittier Daily News
 - Downey Patriot
 - The Lookout (Santa Monica)
 - Temecula Californian
 - Palm Springs Desert Sun
 - Victor Valley Daily Press
 - La Opinion
 - China Press
 - Chinese Daily News
 - Sing Tao
 - Monterey Herald
 - San Jose Mercury News
 - Sarasota Herald Tribune
 - The Washington Times
5. In addition to the media coverage, SCAG staff has also received invitations and made presentations to public and private organizations in the region.
6. *The State of the Region* has been used as course reference materials in universities such as UCLA, UC Riverside and University of Southern California.
7. *The State of the Region* has been identified by the U.S. GAO as an example in the nation that contains a comprehensive indicator system.